THE LITERARY DIGEST

(Title registered in U. S. Patent Office and in Foreign Countries)

PUBLIC OPINION, *New York*, and CURRENT OPINION, *New York*, combined with THE LITERARY DIGEST
(Titles registered in U. S. Patent Office)

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TOPICS OF THE DAY

(This title registered in U. S. Patent Office)

THE STAGE SET FOR A GREAT DRAMA OF PEACE

"AN AUGURY WITHOUT PRECEDENT in modern times," "a tremendous contribution to the peace of the world," "a promise that nothing must be permitted to overcast," "a titanic blow for peace," "one of the greatest forward steps toward naval limitation that has been taken," "an episode epochal in world history," "a move that may mean the saving of billions of dollars to American and British taxpayers," "a practical step toward world peace," "a long step toward sanity"—these are some of the jubilant phrases with which United States newspapers greet the announcement that Prime Minister MacDonald will arrive in this country on October 4 to confer personally with President Hoover on the limitation of naval armaments. "A full and forward-looking naval agreement between Great Britain and the United States is today a certainty," confidently declares *The Christian Science Monitor*, which adds that such an agreement "will place the forthcoming five-Power naval conference in a highly favorable position to obtain prompt and positive results." "Naval reduction," affirms this Boston daily, "is no longer to be a myth; it is to be a reality." And many other observers agree with the St. Louis *Globe-Democrat* in interpreting the unprecedented visit of the British Prime Minister as "virtually positive assurance that the two governments are near enough to an agreement on naval armament to feel perfectly satisfied that such an agreement can be reached." For, as this Missouri journal points out:

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THE LAST FEW INCHES WILL BE THE HARDEST
—Darling in the New York *Herald Tribune*.

"It is reasonably assumed that Mr. MacDonald would not take the political risk of a trip to the United States to give conspicuous emphasis to the importance of a naval understanding unless he was quite sure of the outcome. If he came over here under such circumstances, and for such a purpose, and the effort for agreement failed, it would be a serious blow not only to him and his party but to the friendly relations between the two countries."

"At this conference between the representatives of two friendly Powers there will be no admirals to fight for a big Navy; there will be, instead, two earnest men whose hearts are filled with a desire to see world peace accomplished, and back of them the people of their respective nations in deep accord with this desire." Thus comments the Schenectady *Union Star*. "The stage is set for a great international drama of peace wherein the diplomacy of bluff gives way to the diplomacy of friendly plain speaking," notes the Cleveland *Plain Dealer*, in words we use as our headline, and it adds: "The world hopes the spectacle is not ruined by ineptitude behind the footlights after the curtain rises." "Accord with Great Britain on the question of disarmament, implicit in the announcement that the two countries are now ready for a naval conference, had to be reached for the same reason that the Young conference could not be allowed to fail—because no other outcome of the negotiations was possible," says the Newark *Evening News*. "Mr. MacDonald and Mr. Hoover are on the verge of the greatest of all contributions to the peace of the world," declares the New York *World:*

"For a naval agreement which precludes Anglo-American rivalry in armaments for a generation will abolish the most insane rivalry in which civilized nations could indulge. It will, however, do more than that. It will provide the surest of all possible guaranties against war anywhere on a grand scale. Local wars will not easily be abolished, but world wars invariably and inevitably involve the command of the seas, and once the two leading sea Powers are in harmony, once their chief international interests run parallel, the security of mankind will be immeasurably greater.

"To oppose such agreement directly or indirectly would be unpardonable. However conscientious the opposition, and there will be some in England, some in America, and some on the Continent, it will be doing the devil's work. It must be argued with and put down by all the forces of civilization."

And in a later editorial the same influential daily reviews some of the outstanding facts of the situation, and reiterates its own fervent faith in the outcome:

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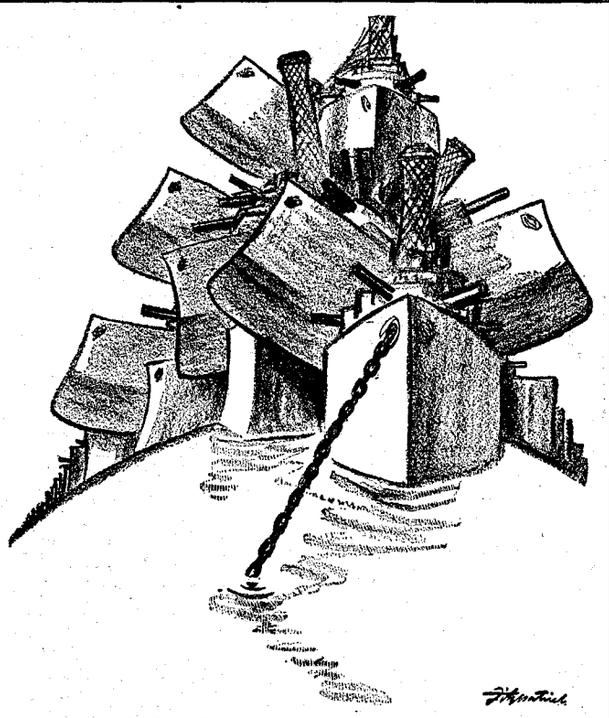


FINE FOR THE WAR-SHIP MAKERS,
BUT HELL FOR THE REST OF US

—Fitzpatrick in the St. Louis *Post-Dispatch.*

"In the preliminary negotiations that have been going on since June, the United States and Great Britain have reached an understanding, complete as to principle and nearly complete in detail, upon the terms of a parity agreement. Ultimate success will attend the efforts of the conference only when all five Powers shall have given their assent to a final and formal treaty.

"Before such a final agreement can be reached, the British and American views upon cruiser strength must be brought into harmony at the conference. When this is done there will be between the two paramount naval Powers, a definite understanding under which, by the scrapping of aging craft, a gradual but definite reduction in all classes of naval vessels will have been accomplished by the year 1936. Japan has intimated that she may seek a 10-10-7 allotment of naval strength instead of the present 5-5-3 ratio, but Japan has sufficient reason in her financial straits not to oppose to the bitter end an agreement for further reduction of naval building expenditure for wars which it should be the first task of statesmanship to avert. France and Italy, which declined to enter the Geneva conference in 1927—the preliminary spade work being this time more thorough—are expected to enter the new negotiations. They will doubtless continue to stress their greater need of defensive craft, submarines, beyond the ratio adopted for big ships by the Washington conference.

"Nothing could more helpfully promote that better understanding than an international agreement to limit the senseless waste of provocative naval war preparations. To deny the deep and fervent prayer of the peoples for this relief would be to declare diplomacy bankrupt and government remiss."

But the nearer draws the hope of relief from the menace and burden of competitive armament, the more acute becomes the dread of possible failure. Mr. MacDonald himself has warned us that any final solution of the problem of naval limitation depends on the attitude of the other naval Powers—France, Italy, and Japan. In the Albany *News and Journal* we read:

"There ought to be enough common sense in all countries to see this movement as it is. Here is a great opportunity for the nations to lift a heavy yoke from their shoulders. It would be nothing short of folly for France and Japan and Italy to refuse this opportunity."

"The victory is not yet won," warns the Richmond *News-Leader*, which goes on to say:

"Whatever is done by the Administration has to be confirmed by the Senate. Parliament probably will have to pass on MacDonald's act. The 'blue-water' school in Britain will have to be put down at the same time that the 'big-Navy gang' in the United States is defeated. For Britain has trouble-makers as noisy and as violent as those in America. England suffers from as subtly vicious naval propaganda as the United States."

And the New York *Herald Tribune* notes these further complications and obstacles:

"In fairness to the President and every one concerned, it should be strest that many months must elapse before the public will be able definitely to give its verdict on a finished result. The other naval Powers must be considered, and the Secretary of State now announces that a five-Power conference can not probably be held before January.

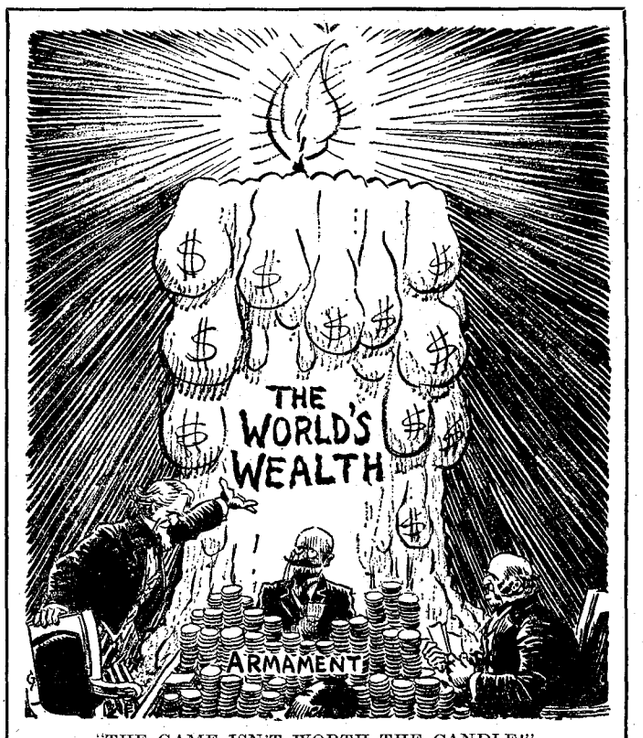
"Naval questions are so important and so complicated that they take time. Those who imagine that after a hectic spurt the problem will be definitely put to rest, should realize that a treaty may not be sent to the Senate before next June. But the possible benefits of naval agreement are so large that the public should have the same commendable patience as the Anglo-American negotiators have had, and, for the present, content itself with praising the motives actuating their endeavors."

"I am optimistic, as I have always been, because the volume of the world's public opinion is supporting both nations so strongly that I do not believe we can fail," declares Prime Minister MacDonald, who has also explained that "we are out for a document which will establish peace as well as agree to naval ratios." And in a speech broadcast from the White House last week to the people of the United States, President Hoover said:

"Lately we and other nations have pledged ourselves never to use war as an instrument of national policy, and there is another such step which follows with impelling logic from those advances. That is, the reduction of arms.

"Some months ago I proposed to the world that we should further reduce and limit naval arms. To-day we are engaged in a most hopeful discussion with other governments leading to this end. These are proposals which would preserve our national defenses and yet would relieve the backs of those who toil from gigantic expenditures and the world from the hate and fear which flows from the rivalry in building war-ships.

"And daily in this room do I receive evidence of almost universal prayer that this negotiation shall succeed, for confidence that there will be peace is the first necessity of human progress."



"THE GAME ISN'T WORTH THE CANDLE!"

—Gale in the Los Angeles *Times.*

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The outstanding features of the Hoover-MacDonald agreement, as gathered from various dispatches, are thus summarized by the Washington *Evening Star:*

"Reduction and parity of the American and British fleets are to be arrived at in 1936.

"Neither Navy will undertake new building projects during the next seven years, i.e., authorize or construct any ships not already provided for.

"America concedes the British fleet a certain superiority in smaller cruisers for 'police' or trade-route protective purposes, but these, from the American standpoint, will yield Britain no advantage in 'combat strength' as against the American fleet.

"There is to be a heavy reduction in the destroyer and submarine fleets of both navies. America permitting roundly 200,000 tons of destroyers to pass out through obsolescence by 1936, and Britain surrendering roundly 75,000 tons. Submarine flotillas would be decimated in both fleets by the same process. The net result, in 1936, would be equality of American and British destroyers and submarines in 'combat strength' despite tonnage discrepancies."

Since the question of cruiser strength was the chief obstacle to an agreement between Great Britain and the United States, special interest attaches to the following statement and dramatization of the problem by Mark Sullivan, in a Washington dispatch to the New York *Herald Tribune:*

"Recent informal statements give the tentative figures of total cruiser tonnage for Britain as, roughly, 339,000 tons. They give the tentative figures for the American Navy as approximately 300,000 tons. This would give Britain an apparent advantage in tonnage of nearly 40,000 tons. The same tentative figures, however, give America twenty-one of the maximum-size cruisers and Great Britain only fifteen. The advantage to Great Britain in total tonnage partly cancels the advantage to the United States in the number of maximum-sized cruisers.

"This statement, it is fair to say, would not be agreed to by some critics. To compare the war-time effectiveness of maximum-sized cruisers and small cruisers, all of varying speed, age, and gun equipment, is, to borrow a phrase from Senator Tydings of Maryland, 'as difficult as to compare potatoes and calico.'

"Opposition and apprehension about the tentative understanding go on the assumption that Great Britain is trying to argue America down, or bargain America down, with respect to the size of her Navy. It is typified by Will Rogers, who, speaking of Prime Minister MacDonald's coming visit to the White House, says—'Watch him, Herbert.'

"That assumption is as far as possible from the actual manner in which the negotiations arose or the spirit in which they have been carried on. Any one who has followed the negotiations during nearly three years past will see that they resolve themselves into a conversation running like this:

"America says to Britain: 'Your Navy is much bigger than ours, and we propose to build up to yours, but we don't care to build beyond yours, and especially we don't want to have a competitive building race with you.'

"Britain says: 'That's all right with us.'

"America says: 'Let us agree on a point beyond which neither of us will build.'

"Britain replies: 'Right-O!'

"America says: 'While we want parity with you, we also want to do as little building as possible; therefore, please say what is the smallest Navy with which you think you can get along.'

"To that Britain has made at least three different replies, each smaller than the last, and each made smaller in a continuing desire to accommodate herself to the United States.

"At the Washington conference in 1922 Britain said:

"'Concerning our colonies and our dominions and our other special needs, the smallest Navy we can get along with is 600,000 tons.'

"At Geneva in 1927 Britain said approximately '450,000 tons.'

"Now, after four months of negotiation, Britain says '339,000 tons.'

"At all times America has been saying 'Please come lower.' At all times Britain has been asking less and less. She has been doing so with much justified misgivings as to her needs with respect to her dominions and with respect to countries other than the United States. She has been coming lower for one reason only, which reason was to accommodate the United States. At all times the spirit of negotiations has been the reverse of Great Britain's trying to persuade us to build less. At all times, from 1922 on, and especially of late, it has been a case of America saying, 'Please come lower, because we don't want to build so much.'"

Several of our papers sound warnings against letting our devotion to the cause of peace lead us into a one-sided agreement in which the sacrifice will be all ours. "The American public is at a disadvantage as compared to the British in forming a wise judgment upon any maritime question, through lack of experience and through preoccupation with their internal affairs," thinks the Chicago *Tribune.* The American people "are determined to insist upon the absolute and not contingent or

IT CAN BE DONE

—Donahey in the Cleveland *Plain Dealer.*

hypothetical equality of the British and American navies," declares the Washington *Post.* And it continues:

"The reason for this fixt determination on the part of the American people is very clear. They have been repeatedly disappointed by the course of negotiations in Europe, and they are anxious to avoid a situation such as that which developed during the late war, when aggressions upon America's neutral and innocent commerce drove this country into war. Since the United States has renounced war and intends to observe the Kellogg treaty to the letter, it will not become involved when foreign countries are at war, unless they commit acts of aggression against the American flag on the seas. Americans believe that an American Navy as strong as any foreign navy would discourage aggression and therefore keep the United States out of war. On condition that absolute British-American naval parity is to be obtained and maintained, Americans seem to be willing to meet the British Government and all other governments more than half-way in reducing naval armaments. All that is needed in order to prevent the building of American cruisers is the scrapping of the excessive tonnage of British cruisers. In that direction lies actual reduction of fleets and relief for the taxpayers of both countries. If Great Britain is unwilling to scrap down to the American level, let it agree to suspend all building while the United States builds up to the British level. A clear-cut agreement to that effect would probably be acceptable to the Senate.

"The one cardinal principle upon which Americans have fixt their will is that the United States Navy shall, as soon as possible, be made the equal of the strongest foreign navy, and be maintained thereafter under all conditions as strong as any other navy in the world."

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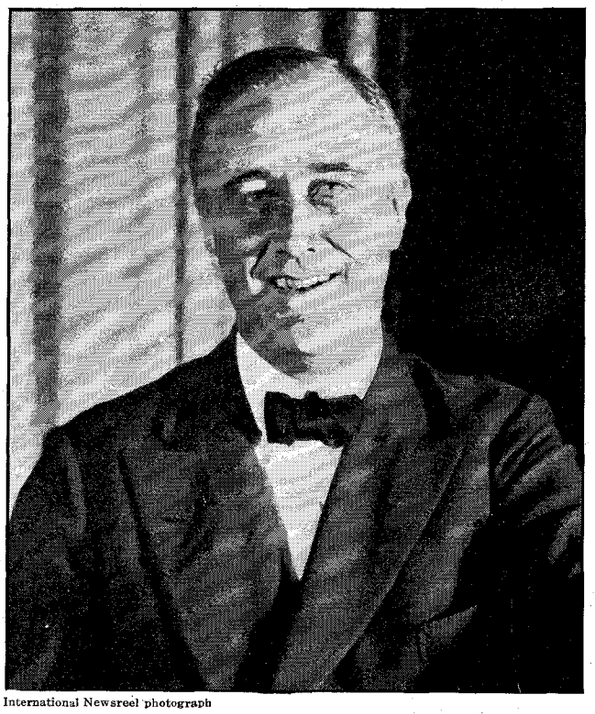

International Newsreel photograph

Wide World photograph

MUST THEY FIGHT OR COOPERATE ON SUPERPOWER?

Governor Franklin D. Roosevelt of New York (at the reader's left) raises the question of State ownership of water-power sites involved in the $450,000,000 merger of private companies, headed by J. P. Morgan (at the right) and associates.

THE ROOSEVELT FIGHT ON MORGAN SUPERPOWER

GOVERNOR ROOSEVELT'S DEFI of the giant Morgan-Mellon merger brings the superpower question to the front pages of the newspapers, and is either raising the biggest issue looming on the political horizon or is "heaving a dud," according to editors who sniff a battle, and quickly take sides. Morgan power officials deny that there is any fight on; they agree that the merger does not change the legal status of power sites acquired; they pledge cooperation with State and Federal authorities for the best interests of all concerned, and declare that they take no position for or against public or private ownership of the St. Lawrence River development, which is the fundamental issue raised by Governor Roosevelt. The merger having absorbed Niagara and St. Lawrence River projects and centralized financial control of some 80 per cent. of the power development companies in New York State, Governor Roosevelt proposes to fight for State ownership and development of water-power sites. He declares that he will ask the legislature to create a body of public trustees to undertake the St. Lawrence development "by and for the people of the State." Whereupon the New York *Herald Tribune* (Rep.) epitaphs "An Out-of-Date Issue," and the New York *Evening Post* (Rep.) doubles with, "He talks like William Jennings Bryan of 1896. He is answered by Henry Ford of 1929." The New York *World* (Ind., Dem.) is with Roosevelt against "alienating sources of primary electrical power on sites owned by the State," but considers the prospect of a constructive solution of the problem increased if the State can deal with the house of Morgan which has demonstrated in Mexico, and in European reparations, a spirit "altogether different from the predatory spirit which animated big business a generation ago." *The World* hopes for a satisfactory arrangement to secure power distribution by private companies "without political uproar," but warns that "if for some reason it can not be settled by intelligent negotiation, it will become the most spectacular issue in New York politics, and the reverberations will be felt throughout the country."

Governor Roosevelt's open challenge followed announcement of mergers by J. P. Morgan and Company and associates that absorb the St. Lawrence Securities Company and the Frontier Corporation in the Niagara-Hudson Power System, which thus, in *The Wall Street Journal's* phrase, "now has the greatest power potentialities of any single organization in the world." Senator Walsh of Montana calls this an "ominous" deal, calculated to block the Great Lakes to St. Lawrence waterway, which Western States need, and Senator Capper of Kansas joins him in approving Governor Roosevelt's policy. Senator Wagner of New York backs Governor Roosevelt's reaffirmation of the policy of State control on which, in 1926, Governor Smith won out politically against a legislature dead set the other way. Senator Wagner also reminds the public that both our Federal Government and Canada must pass upon power development of boundary waters. Various Senatorial proposals for investigating the whole problem of "super trusts" find reviving advocates at the national capital, and even Presidential politics are scented in Governor Roosevelt's throwing down the gauntlet to the New York water-power giants.

In the so-called Morgan combine, reports tell us, the central company is the Niagara-Hudson Power Corporation, with $450,000,000 capitalization, formed by recent merging of the Northeastern Power Corporation, the Buffalo, Niagara and Eastern Power Corporation, and the Mohawk-Hudson Power Corporation. The absorption of the Frontier Company which has riparian rights and islands along the Long Sault Rapids of the St. Lawrence, doubles the potential horse-power of the combine. The St. Lawrence Securities Company, we are told, controls five large operating companies in this same territory, previously controlled by the Mellon Aluminum Company, General Electric, and Du Pont interests. Through other holding companies, tie-ups of mutual stock ownership and directorates bring New England and Southern utilities into the Morgan group. Such consolidations and alliances, it is claimed,

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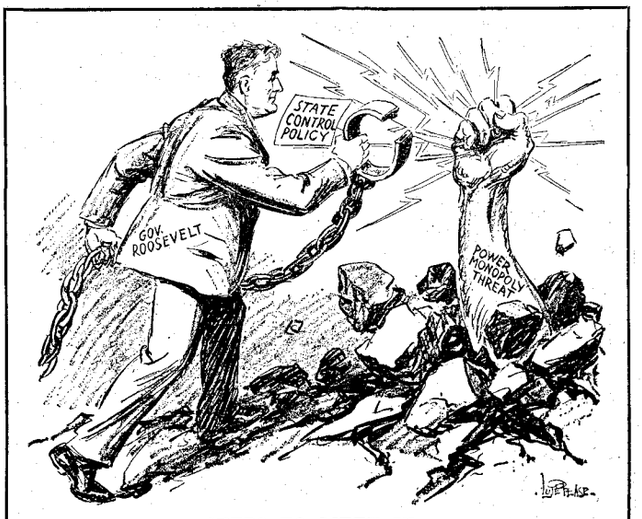
practically centralize control of public utilities business throughout the East and Southeast.

That such a merging policy in big business has developed ahead of either Federal or State laws for regulation in the interest of consumers, is conceded by both friends and critics of the movement. Advocates stress the advantages of co-operating units, "high wages, low prices, mass production and prosperity," under newer and more intelligent management. Critics find disadvantages in piling up mountains of public utilities, stock obligations requiring profits for dividends before all else, and point to the menace of monopoly-building that Senatorial investigations reveal in some States does not stop short of buying "newspapers, college professors, and politicians in order to stifle public criticism of these policies." Numerous financial writers have forecast a nation-wide merger of power interests. Governor Roosevelt's attack is confined to the strategic New York projects.



STEPS TO MEET IT

—Pease in the Newark *News*.

Mr. Roosevelt denies that the Frontier Company ever owned the St. Lawrence Power site. It owned certain portions of the river bank on the New York side, not any of the river bed or the water flowing over it out to the Canadian boundary. Both river bed and flow are owned by the people of the State of New York, and leases, not a permit, from the State must be secured by any company seeking development. He continues:

"The very simple question still remains the same after this new merger. It is the question of whether the site shall be developed by a private power company after the State has given it a long-term—virtually a perpetual—lease of the State property, or whether the State itself shall create public trustees to build the dam on the State's property, put in a power-house, and sell the electricity in such manner as will guarantee the private citizens who consume the power the lowest possible cost in their homes and industries.

"As between the two methods I feel that public opinion in this State has exprest itself definitely on at least two occasions. In the 1926 election this question was the major issue of the campaign, and again last autumn it was an issue which was sharply drawn between the Republican candidate and myself.

"Furthermore, it must be borne in mind that the St. Lawrence development has three other factors of great importance—the Federal Government's interest in navigation, the Canadian Dominion Government's interest in navigation, and the interest of the Province of Ontario in its half of the potential power development. Development of the site itself by public trustees in this State and on the Canadian side is far more feasible than an attempted development by private corporations because of the various governmental agencies involved.

"It goes almost without saying that I shall again ask the legislature to create a body of public trustees to undertake the St. Lawrence development by and for the people of this State. The recent concentration of ownership of hydro-electric light and power companies into one private ownership covering about 80 per cent. of the area of the whole State makes this policy of State development of the one remaining great source of electric supply more and more imperative."

Mr. Lamont's subsequent statement to the press for the Morgan Company contains this declaration:

"Neither J. P. Morgan & Company nor, so far as they know, any of the companies in which they have any interest, direct or indirect, have any position for or against public or private ownership of the St. Lawrence River water-power or the manner of its development. In our opinion, these are matters for the determination of the Government of the United States, and of the Government of the State of New York, and by the Canadian authorities. In so far as we have any opinion in the matter, it is our opinion that, speaking generally, these power companies are abstaining and should continue to abstain from intervention in the decision of this question and should loyally cooperate with the decision of the public authorities when that decision has been arrived at."

"WHAT DO YOU KNOW ABOUT THAT?"

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 4.

1. How can a man acquire a fortune in twenty years by saving $15 a month? (p. 59).
2. How did a 'possum help education in Virginia? (p. 22).
3. What is "stainless steel"? (p. 29).
4. What was "the fastest speed ever officially credited to man"? (p. 49).
5. Who is our new Ambassador to Cuba? (p. 61).
6. What is said to be the key to the new British diplomacy? (p. 17).
7. Are defects of the eye more common among city or country children? (p. 23).
8. What new test of student efficiency is being tried out in the University of Illinois? (p. 20).
9. How much American money was spent for European pictures in 1917? (p. 19).
10. What is the favorite magazine of "Mr. Edison's boys"? (p. 14).
11. In what country are from 20,000,000 to 25,000,000 people "utterly destitute"? (p. 42).
12. What people are called our "contemporary ancestors"? (p. 22).
13. In what State is industry accused of trying to fight Communism with anarchy? (p. 12).
14. What new opening has been given to English plays and players on the American stage? (p. 20).
15. What happened to the "Flame of Remembrance" in Paris last winter? (p. 30).
16. Who were "the White House Gang" in President Roosevelt's time? (p. 38).
17. What party in Australia is said to be bitterly antagonistic to Labor? (p. 17).
18. Are we a bad-mannered people? (p. 24).
19. What oversight has defeated the desired ends of the British Film Quota law? (p. 21).
20. What substance can make its atoms heard? (p. 35).
21. What recent speed achievement in the air was equivalent to flying from New York to Washington in forty minutes? (p. 46).
22. What European country has the heaviest per-capita debt and the highest percentage of unemployment? (p. 56).
23. What is the estimated annual fire-loss in the United States from careless smokers? (p. 29).
24. Where is the world's largest cotton mill under one roof? (p. 12).
25. What newspaper is called the semiofficial organ of the French Foreign Office? (p. 16).

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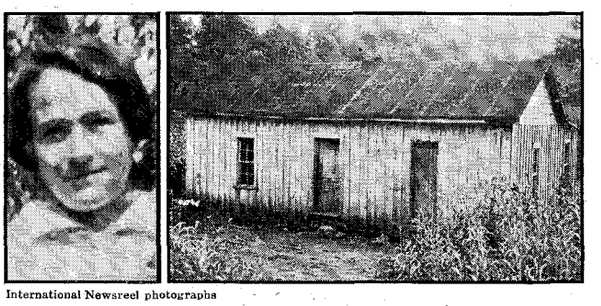
FIGHTING COMMUNISM WITH ANARCHY

SACKCLOTH AND ASHES are the proper wear for North Carolina, many Southern editors assert, since an armed Gastonia mob on September 14 murdered Mrs. Ella May Wiggins, a mill-worker and mother of five children, because she had joined a labor-union and attempted to attend a mass meeting. "Since when did such legal purposes call for death at the hands of a mob?" demands the Raleigh *News and Observer*. "You can not drive out Communism with Anarchy." The Richmond *News-Leader* calls upon the authorities of North Carolina to abolish mob rule and "see to it that the right of every man to keep his job or to quit it, to organize or to spurn organization, shall be guaranteed as long as he violates no law." If they will "administer a good dose of the law," exclaims the Mobile *Register*, "it may help to put out the fire before it assumes dangerous proportions."



International Newsreel photographs

MRS. WIGGINS AND HER HOME

Acme Newspicture

ALL MADE ORPHANS BY THE MOB

The oldest of the five children of Mrs. Ella May Wiggins, murdered victim of a labor riot in Gastonia, North Carolina, is only eleven years old, and the youngest thirteen months.

This act of mob lawlessness, we are reminded, is but one of many in the industrial war which began last April, when a strike of cotton-mill operatives in the Piedmont district of North Carolina was staged by the National Textile Workers' Union under the leadership of Communists from New York. The intrusion of these "foreign" radicals, we are told, was bitterly resented, not only by the employers, but also by the more conservative workers, who had long refused to be unionized. Both sides resorted to violence. It is charged that the unionists, under Red leadership, shot and killed Chief of Police Aderholt of Gastonia, June 7, during the strike at the Loray mills. The arraignment of sixteen strikers for this murder ended in a mistrial (September 9) when one of the jurors suddenly went insane. That night an anti-Communist mob, angered by the delay of justice, kidnaped three labor leaders and flogged one of them; and five days later a similar crowd, armed with pump-guns, fired on a truck containing twenty-three union workers, and killed Mrs. Wiggins. For these three crimes the authorities are holding thirty persons for trial in October.

The underlying cause of all this, according to a series of articles by Henry M. Hyde in the Baltimore *Sun*, is an unjust and antiquated wage scale, which has given Communist agitators a chance to fish in troubled waters. In the County of Gaston, of which Gastonia is the seat, there are 104 cotton mills, he writes, including the Manville-Jenckes mill, the largest in the world under one roof. Going back to conditions before the strike, Mr. Hyde says:

"At that time the hours of work in the Manville-Jenckes mill—and in most of the others—were from 6 o'clock in the morning to 6 o'clock at night, with time off to get lunch. The night hours were from 6 in the evening to 5:30 in the morning, with no allowance for a meal. The average wages were about $14 a week.

"As a result of the strike the working hours in most of the mills—including the Manville-Jenckes—have been reduced by half an hour a day. To the credit of the Communists who organized the strike must be placed this reduction in hours.

"It is due to the Communists to say that it took just such violent and fanatical fighters as they are to stir the cotton barons, who have so long controlled the politics, business, and society of that part of the State, out of their Bourbon indifference to public opinion. The American Federation of Labor made several attempts to start something and utterly failed.

"So now remains a fight to the finish between the local police, with the cotton influence largely behind them, and the Communists, directed from headquarters of the party in New York, where a new set of national officials has just been installed by orders from the supreme committee of the Third International at Moscow. The old heads of the party were kicked out and W. Z. Foster installed as the national leader.

"There is no doubt that in Gastonia, in Charlotte, and in most other parts of the State the feeling against the Communist union and its leaders, particularly, and against all labor-unions is bitter and dangerous."

Quite different is the tone adopted by the Charlotte *News*, which, while not exactly defending the anti-Communist mobs, contends that their demonstrations "represent nothing more than the reaching of the breaking point in the patience of those who have been outraged by the spread of the Communist gospel in this staid midst," for—

"Speeches by the leaders of this miserable company, speeches intended and maliciously designed to stir up trouble, speeches not only leveled against capitalistic interests, but having to do with social equality between whites and blacks, speeches inflammatory with derision against the customs and institutions which are held sacred by Anglo-Saxons, have been made both in Gastonia and Charlotte, and produced nausea. That sort of stuff don't go down here, and will never be acceptable so long as our population is unmixed with the riff-raff of countries that are themselves unfriendly to our civilization, and antagonistic to everything we hold dear in this land."

Other Southern editors condemn this as a regrettable utterance, and are practically unanimous in pointing out that, bad as Communism may be, anarchy is no better. Says the Gastonia *Gazette:* "We have, perhaps, been more sinned against than sinning in Gastonia, but that should not give unbridled license to mob members, no matter how keenly they feel about this thing." More emphatic is the Charleston *News and Courier*, "conservative of conservatives, hostile to every tenet of Communism," which points out that—

"No Communist is worse than a flogger or lyncher. When an agitator arrives in Gaston county and is subjected to assault by a mob, it is the best of evidence that he is making Communist converts—for if the only answer to Communistic doctrine in North Carolina is the doctrine of lawless violence, North Carolina would as well be Communistic, for its end in either case will be anarchy."

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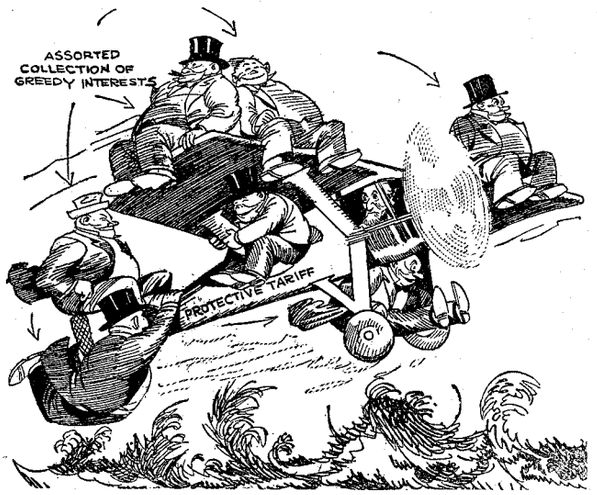
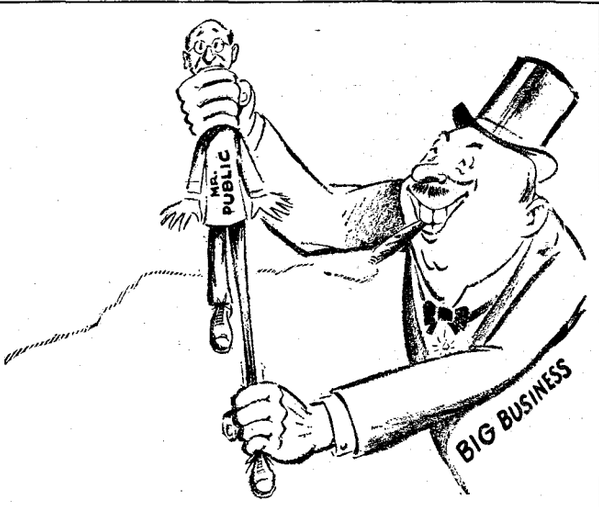


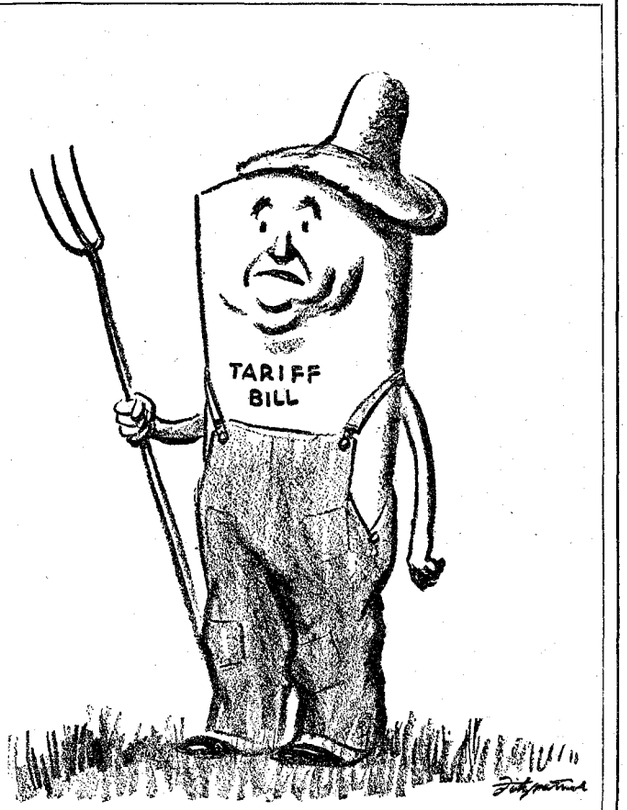
STOWAWAYS
—Thomas in the Detroit *News*.



THE "FLEXIBLE" PROVISION OF THE TARIFF
—Plaschke in the Louisville *Times*.

TEAM-WORK—BUT NOT THE WAY HE EXPECTED
—Cargill in the Jersey City *Journal*.

IN THE NAME OF FARM RELIEF
—Page in the Louisville *Courier-Journal*.



"I HOPE NOBODY STARTS A HOG-CALLING CONTEST"
—Fitzpatrick in the St. Louis *Post-Dispatch*.

CARTOON BRICKBATS FOR THE TARIFF BILL

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GUESS THE FAVORITE PERIODICAL OF THESE EDISON SCHOLARSHIP BOYS

EDISON'S DIGEST-MINDED BRIGHT BOYS

WHEN THE SIXTEEN-YEAR-OLD WINNER of Edison's prize scientific scholarship, Wilber Huston, listed THE LITERARY DIGEST as one of the four periodicals he would choose, if limited to four only, our curiosity was naturally aroused to find out how many of the 49 young contestants also chose THE DIGEST in answering the Edison examination. For these contestants represented every State in the Union and the District of Columbia, were picked out by home educational authorities for the Edison test, and the Edison examination was framed not only to bring out aptitude in the field of science, but to test all-round intelligence and to indicate personal character. In newspaper head-line parlance, "our brightest boys" seems to fit them pretty well. What do they choose to read?

With permission from Mr. Edison, who himself is an enthusiastic reader of THE DIGEST, we sent out a letter and reply card asking:

> How did you answer this question in the Edison Scholarship Contest?
> "If you could only read regularly 4 Periodical Publications (any kind), which four would you choose?"

Our poll brings data from 48 out of the 49 contestants—only one reply is lacking—and the following interesting facts are revealed to us:

THE LITERARY DIGEST leads the choice among periodicals—27 out of 48 contestants, or approximately 60 per cent., name THE DIGEST as one of the four.

Scientific publications, as naturally to be expected among would-be scientists, make up the bulk of choices, and they come nearest to THE DIGEST'S record. 21 list *Popular Science;* 21 *Scientific American;* 17 *Science and Invention.*

13 name *The American Magazine,* and 11 *The Saturday Evening Post.*

Then, in numerical order, 6 list *Popular Mechanics,* 6 *Reader's Digest,* 5 *American Boy,* 5 *National Geographical Magazine,* 5 *Atlantic Monthly,* 4 *Radio News,* 3 *Review of Reviews,* 3 *Modern Mechanics.*

There are two listings for the following: *World's Work, Collier's, Liberty, Time, Science Wonder Stories, Aero Digest, Popular Aviation and Aeronautics, Journal of Chemical Education.*

The periodicals named once are: *Radio-Craft, Forum, Harpers, Mentor, Boys' Life, Amazing Stories, Popular Chemistry, Scientifiction, Radio Broadcast, Radio Engineering Journal, Aviation, Motor Boat, College Humor, Life, Judge, Nature Magazine, Q S T, Outlook and Independent, Christian Science Monitor, New York Times, Proceedings of the I. R. E.*

Our appreciation of the unsolicited preference given to THE DIGEST by these young members of the oncoming post-war generation of American boys is not lessened by any of the "remarks" which they have volunteered. From those who named this publication in their lists we read:

"At first I was inclined to exclude THE LITERARY DIGEST in preference to another scientific monthly. But when I reconsidered, I found that such a selection would be biased, leaving out entirely any current events except science. LITERARY DIGEST keeps one's fingers on the pulse of the world."

"The Science and Invention Department is very interesting as it gives concise and yet very complete accounts of recent discoveries and other things of a scientific nature. Also a person can not be narrow-minded in reading this magazine, as the topics cover the whole field of human doings."

"I have taken THE LITERARY DIGEST, and know that no other magazine can take its place."

"I have read THE DIGEST since I have been able to read."

"I have used THE LITERARY DIGEST for five years."

"I have read THE LITERARY DIGEST for four years."

"I think THE LITERARY DIGEST is a fine magazine."

"Our family has taken it for ten years."

"I've not only read each issue, but keep them filed."

Here also are some of the "remarks" volunteered by those who did not include THE DIGEST in their four-choice lists:

"I think my next choice would be THE LITERARY DIGEST."

"I do like THE LITERARY DIGEST, tho."

"I also enjoy THE LITERARY DIGEST."

"I always read your magazine, deriving great benefit from it."

"I read THE LITERARY DIGEST, but for various reasons prefer the other four."

"I have always, however, considered THE LITERARY DIGEST a very excellent publication."

"However, I read THE LITERARY DIGEST quite regularly from the news-stand."

"I like the science articles in THE LITERARY DIGEST."

"I have often read THE LITERARY DIGEST and find it an excellent magazine. It did not occur to me at the time of the questionnaire. Am very sorry."

"I have read THE DIGEST for eight years."

Add fourteen more youthful readers to the twenty-seven who named THE DIGEST in their choice of four, and it is certainly as clear as sunshine that 41 out of Mr. Edison's 49 "brightest boys," picked from all over the United States as potential leaders of American progress, are "Digest-minded." The evidence that these specializing students recognize the value of obtaining breadth of view from reading publications beyond their specialties is a heartening revelation that may well be recommended to people who take a blue view of the young folks. We believe that our adult readers will be as interested in this exhibit of the mind of the youngsters as we ourselves.

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TOPICS IN BRIEF

ANOTHER good place for a no-tipping sign is on a canoe.—*San Francisco Chronicle.*

OUR tariff wall, too, is causing quite a bit of wailing in certain quarters.—*Florence (Ala.) Herald.*

SAUCE for the goose is sauce for the gander—including apple-sauce for propaganda.—*Boston Transcript.*

DIETICIAN says hash contains vitamins. If any other foods contain vitamins, hash just naturally has to.—*Arkansas Gazette.*

THIS is the time of year when a man discovers that his vests no longer match his suits.—*Jackson News.*

THERE'S about forty years difference between being young and being youngish.—*Arkansas Gazette.*

BERNARD SHAW defines socialism as work for everybody. If the definition sticks, the cause is doomed.—*Dallas News.*

YOU know a man is successful when the newspapers start quoting him on subjects he knows nothing about.—*Jackson News.*

THE only league that does all of its best work on wet grounds is the Anti-Saloon League.—*Louisville Times.*

WASPS, we are told, are most troublesome at the latter end of the summer. And at the latter end of the wasps too.—*Punch.*

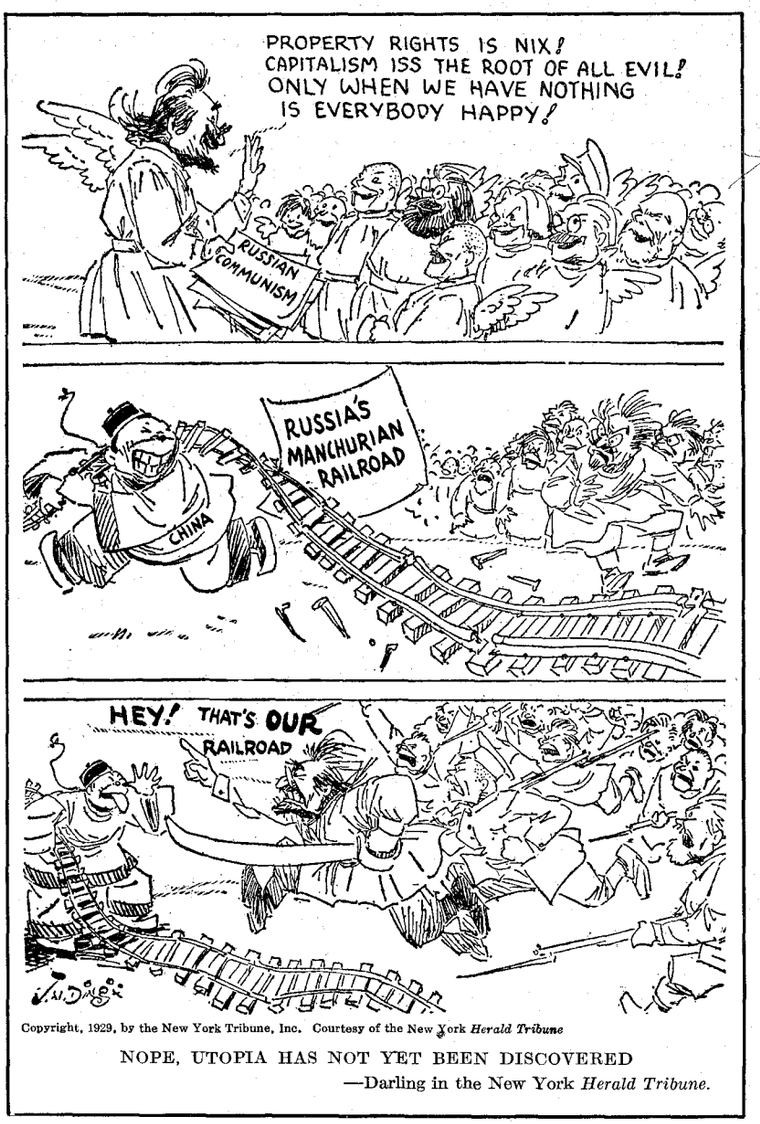
OF course it is none of our business, but our bet is that the United States of Europe will be sticklers for State rights.—*Dallas News.*

WE suspect that any man whose patriotism is his chief source of income would be greatly overpaid if he starved to death. — *San Diego Union.*

AN American "strong woman" has married a contortionist. She evidently wanted somebody she could twist round her little finger.—*The Humorist.*

A MAN is reported to have been cured of deafness while looking at a talking-picture. It seems very hard luck that the cure should happen just then.—*Jackson News.*

A GARDENER named Hall, of Addlestone, who has just celebrated his golden wedding, attributes his health and old age to constant hard work. There is always a catch somewhere.—*Punch.*



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NOPE, UTOPIA HAS NOT YET BEEN DISCOVERED
—Darling in the New York *Herald Tribune.*

THE tariff position of us Democrats is a bit confused, but we're still agin what the Republicans are for.—*Dallas News.*

A SCIENTIST has discovered a new species of mosquito. We understand, however, that it discovered him first.—*The Humorist.*

REMEMBER when the girls wore bangs? Still, we doubt if even a bang on the head would do them any good now.—*American Lumberman.*

MR. RINGLING may corner all the other elephants, but the G. O. P. pachyderm is still operating a circus of his own.—*Boston Transcript.*

THE health of ex-president Calles is improving in France. Leaving Mexico will improve almost any President's health. — *American Lumberman.*

GERMANY sent over the biggest gas-bag in the world, the *Graf Zeppelin.* America has been sending assorted sizes of gas-bags to Europe for years.—*Jackson News.*

A FIVE-YEAR-OLD boy of Paris has been in a trance for ten days, and the only movement noticed is that of the eyelids. As he isn't a chess-player we think a doctor should be called in.—*Punch.*

PROBABLY they call it stunting because it has shortened many an air career.—*Dallas News.*

DOCTORS and undertakers will doubtless favor the new calendar with its extra holiday.—*Florence (Ala.) Herald.*

ONE of our poets, it is said, always recites his verses to his dog. After all, the R.S.P.C.A. can't be everywhere at once.—*The Passing Show.*

IT would be mighty nice if the Mediterranean fruit-fly could only be taught to tackle the apple of discord between nations.—*Louisville Times.*

TALKIE films are to be introduced on many ships at sea, it appears. "Heaven help the sailors on a night like this" will take on a new meaning.—*Jackson News.*

THE new super-small British car designed for the American trade will be, we imagine, a very handy thing for the American motorist to carry in his tool-box.—*Arkansas Gazette.*

IT is called a finishing school on account of its effect upon papa's pocketbook.—*San Diego Union.*

It looks as tho the Red Menace and the Yellow Peril may try to exterminate each other.—*Florence (Ala.) Herald.*

BERNARD SHAW says modern women lack sex appeal. But the lads fifty-odd years his junior haven't found that out.—*Dallas News.*

"I NEVER knew what happiness meant until I married," declares a writer. It would be cynical to suggest that it was too late then.—*The Humorist.*

A FRENCH novelist claims the United States is run by third-rate men. But, somehow or other, they seem to be doing a first-class job.—*Pittsburgh Post-Gazette.*

PRESIDENT and Mrs. Hoover go auto riding Sunday afternoons. By this simple method they are able every week to see most of the American people.—*American Lumberman.*

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FOREIGN - COMMENT

EUROPEAN TREMORS AT MacDONALD'S VISIT

DARK INDEED FOR FRANCE will be the day on which Premier J. Ramsay MacDonald concludes the Anglo-American naval accord, declare some German editors, who show an odd concern for their one-time enemy country that is unexpected, if really believable, say their English compeers. But in France itself there are also journals which fear that the result of the negotiations between the United States and Britain during Mr. MacDonald's visit with Mr. Hoover may be the presentation to France, Italy, and Japan of cut-and-dried formulas for naval reduction that these countries may take or leave. Nevertheless, the so-called semiofficial organ of the French foreign office, *Le Temps*, points out sharply that France, Italy, and Japan are in absolute control of their own mind, and will not be bound in any way by the principles on which London and Washington agree or have agreed. This famous Paris daily claims it is necessary to put emphasis on this point, because it would be "unthinkable" for the other naval Powers to find themselves in any conference where they should be under obligation to accept or reject an Anglo-American outline without having had a chance to show their own point of view, and to defend their own interests.

A GOOD MIXTURE FOR A NAVAL HOLIDAY

RAMSAY (to Hoover): "I'm glad you like it, Herbert. Some people have been complaining that it's too strong for them."

—*The Bulletin* (Glasgow).

If the precise object of Prime Minister MacDonald's journey to Washington is primarily to complete the preliminary Anglo-American naval arrangement, *Le Temps* thinks his mission is likely to prove a success, but it adds that "if his object is to bring about an Anglo-American entente to impose the will of Washington and London in all domains of activity, Mr. MacDonald risks being deceived." In the Paris *Intransigeant* Leon Bailby says that he senses the possibility that "we are faced with the development of a vast effort to establish Anglo-Saxon supremacy in the world," while at the same time in the Paris *Figaro* André Chaumeix remarks that "if because of love of ephemeral success and for reasons of internal policy Prime Minister MacDonald endangers the essential strength of the British Empire, he will expose himself to terrible reproach from all his people." The naval accord with America will give him much trouble, according to this French editor, who proceeds with the complaint that during the post-war period America has had "observers" everywhere in Europe, has "mixed in all the conferences and all the controversies," and "through her economic situation and riches she plays an important rôle in all that Europe undertakes, and exercises a sort of power without responsibilities."

How Mr. MacDonald's visit to the United States is regarded in the German press may be divined from the following observation of the *Hamburger Nachrichten:*

"The British advances to America in the matter of the fleets have been profitable already in the truest sense of the word. Not many weeks ago the American Federal Reserve System—in order to help Great Britain out—placed a vast sum to the credit of the Bank of England. Thus was Britain put in a position to hold the financial intrigues of France in check.

"This Anglo-American cooperation in the financial sphere is a step along the path to an Anglo-American accord that will not seemingly be long delayed. So far as we may judge from appearances, Ramsay MacDonald, in the course of his October visit to Washington, will find the ground prepared for him to good purpose from this standpoint. There are even rumors that in the Russian question Washington and London are to act hand in hand. This development can scarcely be contemplated at Moscow without misgiving."

What impels Ramsay MacDonald as much as anything, this commentator proceeds in a subsequent study, is the rift in the Anglo-French lute. It is a far more serious difference that seems implied in much European newspaper comment because, says the *Hamburger Nachrichten*, Paris and London do not break only because they are restrained by a wholesome fear of the consequences. The pact uniting them is one of which the ties are fewer and must grow fewer, altho it would be mad in Germany to assume that the "cordial" understanding is at an end:

"Britain is grimly in earnest all through her efforts at an understanding with America. Britain needs America far more than she needs France. Perhaps Britain now beholds in France a more dangerous antagonist than she thought, a foe with whom she can not divide the sovereignty of continental Europe, altho with America she can divide the sovereignty of the seas. . . .

"The domestic political and economic situation in England forces the Labor Ministry to make an end of a policy of which France is the main beneficiary.

"The attitude of the English Chancellor of the Exchequer, Snowden, at The Hague was made by him sufficiently clear previously in the House of Commons, when he was spokesman there for the Opposition.

"England wants to cut the rope that makes her trail in the wake of the French Ship of State.

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"The debt question and the problem of German reparations have hitherto been dealt with mainly in the interest of France. This is especially the case as regards the Young plan.

"Snowden may rely upon the fact that the whole English people—including the Conservatives to an overwhelming extent—stand behind him. If, as a result of the attitude of the British delegates at The Hague, it became necessary to hold new elections in the British Isles, the Labor party ought to achieve such a success at the polls as was won by the Conservatives in 1924."

Several German newspapers emphasize their belief that while France has no intention of giving up her understanding with England, she is, for all of that, embittered against both England and the United States. The outcome of the Hague Conference chagrined France, we are told, and the sequel at Geneva pained her. According to the *Kreuz Zeitung*, the Anglo-Saxons are leagued against France, as the French view it, and the *Vossische Zeitung* says:

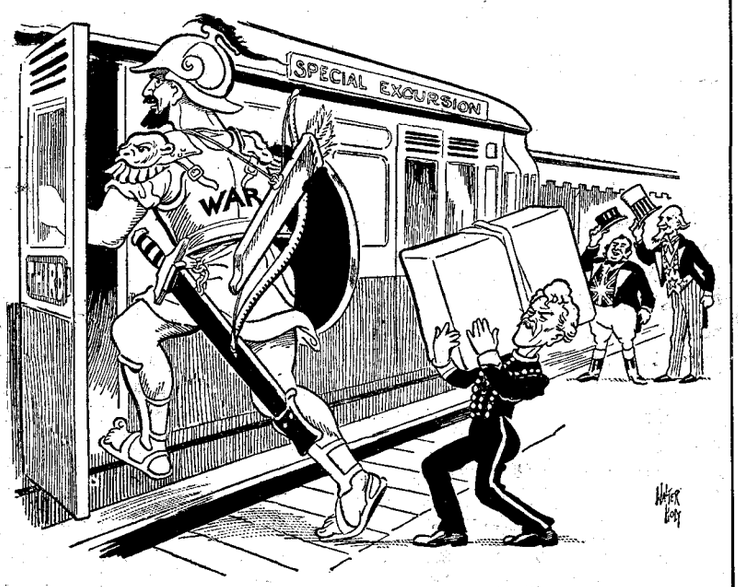
"London is not Paris. London is no longer in Europe. The change taking place on the other side of the English Channel is setting all world politics into movement. What seemed fixt is all in ferment. . . .

"Now the key to the new British diplomacy is the attitude to America. For the tension between London and Washington was the cause of the difficulties into which Britain fell in her world politics. No wonder the first official action of Ramsay MacDonald was his talk with the American Ambassador. . . .

"MacDonald's trip to Washington will emphasize the harmony of the two great sea Powers to the outside world. And it would seem that next November there will be a great naval conference in London. The first thing to come will naturally be a parity of fleets. But this can be but a first act in a complete Anglo-American drama of concord.

"Behind the issue of parity emerge the issues comprised in American demands for neutrality laws and sea rights and the freedom of the seas. These issues stir the waters of world politics to their depths.

"They can be solved if the end they have in view be sufficiently great and decisive. And this end can only be the closest possible cooperation of England and the United States in the whole field of world politics."



THE PASSENGER WHO NEEDS A PERMANENT HOLIDAY

THE PERSISTENT EXCURSIONIST: "So good of you to see me off, Ramsay! Let me see—how many times have I been seen off during the past few years?"

—*The Western Mail* (Cardiff).

AUSTRALIAN POLITICAL TURMOIL

A FRIENDLY BUT SEARCHING EYE is cast upon the Australian political situation from its sister Dominion of Canada. The reason for this interest is the odd fact that ten months after he last appealed to the country and secured a working majority, Premier Bruce of Australia finds himself defeated in Parliament and another election looms up. The precise cause of the Government's downfall is not clear, remarks the Ottawa *Journal*, which adds that all that is apparent is that it is due to Premier Bruce's desire to have the Federal power wash its hands completely of the matter of arbitration in labor disputes, leaving the problem to the States. We read thus:

"Bruce's experiences with Labor have not been happy. When in 1925 the great shipping strike threatened to cripple the country economically he resorted to methods which were believed by many to be more vigorous than sensible; and last year, when he appealed to the country, the issue that he raised was that of revolutionary Communism versus constitutional authority.

"Bruce won the election, but at a fairly high price. Many moderate labor men disliked his attempt to brand the whole labor movement as revolutionary.

"After the election last year the standing of the parties was: Nationalists (Bruce supporters), 29; Country party (allies of the Nationalists), 13; Labor, 31; Independents, 2. The Country party, made up of ranchers and farmers, led by Dr. Earle Page, was even stronger for Bruce than the Nationalists. Unlike Farmer parties that we have and have had in Canada, the Country party in Australia is extremely conservative. They are among the strongest advocates of protection; are mostly well-to-do, and are bitterly antagonistic to Labor."

THEIR GOOD DEED FOR THE DAY

—*The Evening Standard* (London).

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INDIA APPEALS TO THE LEAGUE

A CIVIL STRIKE AND BOYCOTT throughout the Nationalist circles of India will be the price Britain will pay unless India is set up as a Dominion by December of this year. This monkey-wrench threat is thrown into the smoothly acting works of the League of Nations at Geneva, we learn, and back of it are certain prominent Indian spokesmen. A plea that the League arbitrate between Britain and India to avert the crisis was put forth by the chief of the India delegation to the League of Nations, Sir Muhammad Habib Ullah, shortly before he sailed from Bombay for Europe, and the author of the suggestion, C. V. Vijia Raghava Chari, of Madras Presidency, is said to predict terrible suffering in India unless the League intervenes to give his country a Dominion status. Having no confidence in Britain's sympathy for such an idea, he is declared by Indian newspapers to be insistent on the fact that if bloodshed is to be averted, the League of Nations must order "an inquiry into the present political and economic conditions of India and recommend the immediate establishment of a Dominion under letters patent of the King-Emperor." It is pointed out by various Indian writers that Mr. Chari, who is described as perhaps the oldest living Indian publicist, favors the Dominion of India rather than an independent India, and urges his people to realize that without the cooperation of British civil servants and military officers, they would be lost. Why he appeals to the League is explained in his statement quoted in the Madras *Hindu:*

"The appeal to the League of Nations is a challenge to the conscience of civilized mankind. Its ideals and its professions have been pitched in a humanitarian key. Its watchword is international justice. To prevent war and to settle international disputes by mutual discussion and arbitration rather than by dictation or by war, is the object of its policy. The League maintains several agencies at great cost for the purpose of facilitating its work; and India pays a very large proportion of that cost. She is entitled, not only on humanitarian grounds but as a permanent and prominent member of the League, to call in the whole-hearted assistance of the League agencies for the solution of her various problems. The specialized skill which the League commands can not be had anywhere else.

"That to ignore the Indian situation would menace the world's peace is certain. That any member of the League may invoke its jurisdiction to interfere in this matter is equally certain."

Mr. Vijia Raghava Chari is not afraid that Britain's opposition would deter the League from intervening in India's behalf. "The small nations of the world which form the majority of the members of the League," he says, "will be naturally sympathetic to our aspirations for freedom rather than to Britain's efforts to keep us in bondage." If, however, no nation is willing to espouse India's cause, and the League is disinclined to move of itself, the President of some Indian organization, such as the Indian National Congress or the Moslem League, might invoke the League's assistance. If Britain, on the contrary, urges that Indian affairs are a matter of domestic concern of the British Empire, the League would, he confidently avers, dismiss that plea. He argues:

"We must remember that under the preamble of the Covenant clause (2) the relations between any two nations should be open and honorable, and under Article XVIII thereof every treaty or international engagement between any two nations, both or one of them being members of the League, should be forthwith registered in the Office of the League Secretariat and published by it. Otherwise such treaty or engagement shall not be binding. The Free State of Ireland, after she had secured her treaty with the United Kingdom, under which she became a fully self-governing Dominion, but before she became a member of the League of Nations, applied to the League to have the treaty registered and published. Great Britain objected on the ground that it was a matter of her domestic concern, and that the League had no jurisdiction. The plea was disallowed by the League, and the treaty was registered and published under the Covenant on the ground that it was an international engagement within the meaning of Article XVIII."

HOW WOMEN FARE WITH FASCISM

FASCISM IS HELPING WOMEN in Italy, we are told, but as in other countries the independence and broader outlook of Italian women, especially in the northern and central regions, are due not so much to Fascism as to the war. At the same time the particular concern of the Fascist Government for women is to be judged from the statement made to a group of American business women visiting Rome by Mr. Bottai, Under-Secretary of State for Corporations. He told his American visitors that Italian men "greatly appreciate feminine initiative in organization which tends to raise the level of the different classes and bring about economic well-being." As further quoted by the Rome correspondent of the London *Observer*, he informed his visitors that women are being brought into the Syndicalist and Corporative bodies of the Fascist State on a footing of equality with men, and he added:

"Women who labor in workshops or factories, or who have gained a professional degree, are entitled to be enrolled in a Syndicate, and enjoy the same protection through the Syndicate as men. In this sense, as workers, there is no difference between the two."

It should be added, continues this Rome correspondent of the London *Observer*, that Fascist legislation provides for privileged treatment for women workers in cases where such treatment is for the benefit of individual women and, through them, of the community in general. Thus, it is pointed out, expectant mothers who are factory hands or employees, are to leave off work one month before childbirth, and not to resume it until a full month after, it being incumbent on employers to keep their places open for them. This two months' rest, it is noted, is made possible by the Maternity Insurance Benefit, which frees women from financial care during the period of enforced unemployment. It is now proposed to extend this measure to women engaged in heavy agricultural labor, according to this informant, who proceeds:

"An attempt is being made to grapple with the thorny question of female domestic servants, who can not, for obvious reasons, be enrolled in a syndicate under a regular labor contract. It is proposed that protection for this class should come under the head of welfare work, and be entrusted to the 'Fasci Femminili,' who will see to it that women—especially young girls—are well-treated and not overworked while in service, while servants, on their side, will be provided with a medical certificate guaranteeing their health and capacity for work, and a further certificate of honesty and good conduct.

"Women have not the political vote in Italy. In 1925 Parliament passed a law granting them the vote in municipal elections on the same terms as men, but before they could enjoy their new rights these were snatched from them by fresh legislation abolishing administrative elections altogether. This check, which was much felt by the small group of educated women who had for years consistently fought for female suffrage, could hardly be called a general grievance, for the average Italian woman displayed the utmost apathy about the municipal vote, and nine-tenths of them refused to take the very small trouble of placing their names on the list."

Speaking of the effect the war had on the life of Italian women, this correspondent relates that by it they were suddenly thrust into a new atmosphere where they were faced with new duties. They had to work, and they did work, we are told, painfully at first, but afterward increasingly well. They worked in banks, in offices, and in working they acquired freedom and learned to make the best of their lives, married or unmarried. We read then:

"Gone are the days when girls of the middle classes passed their best years in waiting at home for a husband, condemned to idleness because work (except under great restrictions and limitations) was 'infra dig.,' and drifting into a dreary middle age if the hope of marriage was not realized. Active, intelligent girls tend more and more toward work or a career of some kind."

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LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

MONEY IN MASTERPIECES

GERMANY HAS NOW JOINED the angry nations that are up in arms against the sale of their masterpieces to America. This autumn will see the sale of the famous Dr. Eduard Simon collection, containing a "Botticelli, Madonna and Child," "the last collection assembled before the war," and, remarks the woful Willy Ganske in *Die Woche* (Berlin), "it is quite probable that the best works will, as usual, go to America." "The dissolution of great European art collections goes on without end," he laments, omitting to mention that probably those same collections were assembled from beyond the frontiers of their present home by the same process which decrees their emigration to-day. All collections not housed in national institutions are bound to be fluid. Isolated notices of American accessions appear in the American press from time to time, but Mr. Ganske gives a few of the highest lights, making quite startling the wealth invested in masterpieces here to-day. It might be said, however, that the prices, probably derived from newspaper reports, may err from the facts, tho just as likely by under as over statement:

"During the war a huge exportation of art set out from France and England, and when, in 1917, the sum of $26,000,000 was reached for that year alone, a hasty stop was put to it. During the past ten years, American museums have joined the hunt for large pieces. To-day, the American collector will only buy works of prime importance and quality. Due to this, it has come to pass that America now houses more than one-sixth of the works of Rembrandt.

"The 'large piece' has been the bone of contention for years and years. One need only think of the protests raised in Italy when, in 1907, the seven Van Dyck portraits from the Cattaneo Gallery were sold in Genoa. Some of them were placed in the Widener Collection in Philadelphia, and among these the famous 'Lelia Cattaneo' with the negro boy holding the parasol over her head, for the small sum of $250,000. The $200,000 which the Berlin collector, Schwarz, paid at the Oppenheim sale for the 'Legend of St. Elegius,' created a sensation at that time. To-day, it hangs in the Lehman Collection in New York. The highest prices have been paid for works by Raffael. As far back as 1914, Lady Desborough, the heiress of Lord Cowper, sold the 'Small Madonna' (painted in 1505) for $700,000 to Widener. At that time, it was the largest sum ever paid for a picture. For Rembrandt's 'Mill,' Widener had paid only $550,000. The second so-called Cowper Madonna painted by Raffael (1508), was purchased in 1928 by the New York dealer, Sir Joseph Duveen for £170,000, who, in turn, sold it to Secretary Mellon at the beginning of this year, for £200,000. Both paintings had been purchased by the third Lord Cowper in 1780 from the Palais Corsini in Florence. The Metropolitan Museum possesses a third Raffael, the 'Madonna di San Antonio,' which was bequeathed to it by Pierpont Morgan, who had paid $500,000 for the painting. In March of this year, the New York collector, Jules Bache, secured the Raffael painting, 'Giuliano dei Medici' (formerly in the Huldschinsky Collection of Berlin), for $630,000. In 1907, Huldschinsky procured the painting from the Gallery of the Duke of Leuchtenberg. About four years ago, the picture was sold abroad for about $250,000, altho it had been placed on the prohibited export list! England was very much pained when the Duke of Westminster sold his famous 'Blue Boy' in 1921 to Duveen for £170,000. To-day it is in the Huntington Gallery in California. In 1924, Thompson of Chicago bought for $250,000 the 'Happy Lute Player,' painted by Frans Hals in 1627. It had formerly been purchased by the Parisian collector, Edward Viel-Picard, from the Amsterdam Capello Collection. Rembrandt's 'Portrait of a Young Man' brought $250,000 at Christie's."

VAN DYCK FOR $250,000

"Lelia Cattaneo," one of seven by Van Dyck, sold in Genoa, in 1907, from the Cattaneo Gallery to American buyers, causing protest in Italy.

Among the old German masters, a high price was received for a picture by Hans Holbein the Younger. A small, round medallion which Holbein had painted of Edward VI, in 1543, when the king was but six years of age, was purchased by Jules Bache for £60,000. Another painful event for Germany was the sale of Hans Memling's "Madonna with Child and Angels," which was sold by the Duke of Anhalt for $37,500.

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A NEW TEST OF THE STUDENT MIND—RATS!

SCHEMES OF MICE AND MEN, so Burns teaches us, "gang aft agley." But schemes of men with rats can raise our wonder and amazement whether they go "agley" or not. The latest to challenge a credulous world is the report of experiments in the laboratories of the University of Illinois, on white rats to determine whether college sports are a deterrent to education or not! Mice have long served us for experimentation in the physical realm, but to take their more robust brethren for testimony in the mental sphere is an endeavor that might be awaited with interest not unmixed with amusement. Miss Ishbel Ross, of the New York *Herald Tribune*, reports some disclosures made at the International Congress of Psychology, in session recently at Yale University:

"Prof. Coleman R. Griffith, who is conducting the tests in association with Prof. S. M. Corey, reported that he believed the white rat would settle within the next six weeks a question that 'scholastic averages, intelligence tests, and ordinary vital statistics' had not been able to meet.

"GIULIANO DEI MEDICI"

One of the American Raffaels now in the Jules Bache collection, reputed to have cost $630,000. Germany lost this, tho it had been put on the prohibited export list.

"A second series of tests is expected to demonstrate the susceptibility of athletes to lung trouble, or else to squash once and for all the widely accepted theory that they are predisposed in this direction.

"Cultures are now being standardized for some of the common lung infections and as rats are put through their athletic paces they will be inoculated.

"'The purpose of the experiment,' said Dr. Griffith, 'is to push to the limit the concept of exercise in its relation to learning, both exercise in its own right and exercise alternating with periods of complete cessation of exercise.'

"The rats selected to settle a question that has frequently furrowed the brows of professors are now leading a hard, track-meet life at the University of Illinois. Their exercise is variegated, their weight is taken regularly and they are closely watched for 'errors,' this being the rodent parallel for poor scholarship.

"The tests are made by the standardized elevated maze which sets the learning problem. Members of the athletic group live in a large cage, and take as much exercise as they wish. A group of sedentary rats paralleling the bookish students, live in a confined space, and have the least possible amount of exercise. They are used for comparative purposes with the 'athletes.'

"Various degrees of exercise are provided for the warriors by a motor-driven rotating nest, in which they are forced to run for variable periods of time. The rats are weighed every day, and these records are correlated with the amount of exercise they have and their rate of learning.

"Their scholarship is judged by the number of 'errors' they make, the total time passed on the maze, the time passed in actual movement, and the time of relearning after an interval of two weeks. Since strenuous exercise involves hunger, one of the basic problems considered in the test is the relation of hunger to their aptitude in the maze.

"'It appears that hunger as an incentive in learning must take on more importance than a large number of studies have been willing to grant,' Professor Griffith reported. 'In the hunger groups each animal is fed a sufficient amount of food each day to equal the loss of weight from the preceding day. Under these conditions the animals make slightly less than twice as many errors a trial as the control group. This ratio holds approximately for total time spent on the maze as well as for running time.'"

THE RISING TIDE OF ENGLISH PLAYS

THE THEATRICAL PROFESSION, having through Equity set up barriers against encroaching English players, have deserted to Hollywood in such numbers that managers have been forced to go to London to supply the gaps. According to Mr. Arch Selwyn, writing in *The Telegraph* (New York), not only actors but directors and writers are among the westward emigrants, "enrolled at substantial salary increases into the folds of the new-born talking-picture industry." The British seem prompt to move into the abandoned position:

"Not since before the war have so many American producers journeyed to the British metropolis not only in search of plays, but for actors, actresses, and directors as well.

"What in the beginning seemed to be a critical year for the American theater because of the desertion from the ranks of a majority of our old standbys may terminate most fortunately for playgoers by the introduction of new ideas and new faces from across the sea. No one can gainsay that the American theater had reached a point of stagnation for several years prior to the full development of the talkies. The sudden loss of actors, playwrights, and directors loomed as a catastrophe, until managers bestirred themselves to the possibilities of the English stage which since the war has gradually been assuming an importance reminiscent of the days before Europe was plunged into the seething imbroglio.

"There is no question but that the talkies precipitated the closer alliance between Great Britain and America theatrically. But the inevitability of this alliance, talkies or no talkies, becomes increasingly evident when one begins to count the number of English plays that have come here within the last few years. This season, with astute producers like A. H. Woods, Gilbert Miller, Charles Dillingham, the Shuberts, and others strongly fortified with British plays and British casts for American presentation, the English invasion will reach a peak that may presage an even larger number of plays for the future.

"The English stage was in its heyday at the time the late Charles Frohman was king of American theatrical producers. In those days Mr. Frohman was the greatest importer of British plays to the American scene. With the coming of the war England reached its lowest ebb in the theater. Thus, while England struggled to maintain a slight semblance of its stage activity, America was forced to greater and bigger things in the theater, and came a time, during the English depression, when British managers bought anything with the American stamp upon it. While this era has not completely passed, the reawakening of the English theater has tended to abate promiscuous buying of American plays. The result is an even closer alliance between English and American producers of the better type."

Mr. Selwyn claims to have foreseen this tendency for years:

"I realized long before this that England was slowly but surely throwing off the lethargy that had been stunting its

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growth in the theater. Since those days I have brought over two editions of 'The Charlot Revue' and Noel Coward's 'This Year of Grace,' which introduced to American playgoers such favorites as Beatrice Lillie, Jack Buchanan, and Gertrude Lawrence. This season I have formed a definite producing alliance with Charles B. Cochran, London producer, and we have arranged to bring over four English productions. These are: Monckton Hoffe's 'Many Waters,' 'The Middle Watch,' a new farce comedy, and two musical plays, 'Bitter Sweet,' an operetta by Noel Coward, and 'Wake Up and Dream,' a revue. All of these productions have met with unusual success in London. 'Many Waters' ran for more than a year, while the others are now the outstanding hits of the town.

"A listing of the plays contracted for by various American producers supports my theory of the present trend in British importations. Thus, in addition to the four plays I will bring over, A. H. Woods will do two, 'Scotland Yard' and 'Murder on the Second Floor'; Gilbert Miller will do 'By Candle Light'; Charles B. Dillingham has a musical comedy, 'Mr. Cinders,' under contract; William A. Brady plans to do 'The First Mrs. Fraser,' and the Shuberts have on their schedule several plays, including 'The Infinite Shoeblack' and 'The Matriarch.'

"Of course, I am not listing every play that will be done in America, but the list is imposing enough to prove my point. What is more, as soon as the London theatrical season gets under way there will be even more plays contracted for. It will be interesting, therefore, to see what the new season does theatrically under the circumstances."

KILLING THE BRITISH FILM INDUSTRY

THE BRITISH "QUOTA" LAW has been found wanting in its effort to protect British films, and the cinema industry over there has fallen on such hard times that five hundred artists are being added to the unemployment lists. American companies, reports the London *Daily Chronicle*, "who mainly control the distribution of films in Great Britain, are compelled to include a 'quota' of 10 per cent. British pictures in the films they offer for sale." But "by selecting poor British films and boycotting the good ones that have been produced, they have succeeded in killing the demand for British pictures." At the British International Studios at Elstree, the leading picture-producing organization, production has been reduced 60 per cent. *The Chronicle* continues:

"No blame attaches to the company for this occurrence, which does not in any way affect their high standing or their stability.

"Apart from the fitting of various passages of dialog, British International have seventeen pictures completed, but not yet shown to the public.

"These pictures are sufficient to occupy their sales department for the next six months. Until that time has expired there is apparently no prospect of a complete renewal of activity at Elstree.

"British International had reason to expect that several of their pictures would have been acquired for 'Quota' purposes, but this expectation has not been realized.

"Under the Cinematograph Films Act, American companies, having offices in Britain for the sale of their own pictures, must this year acquire a number of British pictures equal to 10 per cent. of the total number of pictures they offer for sale.

"During the past year American companies were generally unfortunate in the quality of the 'Quota' pictures they secured.

"This misfortune, due to bad judgment on the part of American buyers, has resulted in much bad feeling, which now seems to be culminating in an effort to have the Cinematograph Films Act either qualified or repealed.

"Americans have secured most of their 'Quota' pictures from untried concerns, and seldom from the established British picture-producing organizations.

"Stoll Picture Productions, which made, in 1927, 'Guns of Loos,' one of the best pictures of the year, and 'The King's Highway,' one of the most successful, has failed to secure any 'Quota' contracts, and last year failed to sell for 'Quota' purpose 'The Price of Divorce,' after it had been completed.

"Gainsborough, which made such pictures as 'Woman to Woman,' 'The Rat,' and 'The Constant Nymph,' has not yet made one 'Quota' picture for any American company in this country.

"Gaumont, which has just produced in 'High Treason' a triumphantly successful talking picture, and has profitably made British pictures for more than twenty years, has not sold one picture for 'Quota' purposes.

"British and Dominions, having the only Western Electric producing machines in Europe, and stars like Joseph Hislop and Mark Hambourg, Dorothy Gish and Charles Laughton, has sold only one picture for 'Quota,' and now is making none.

"The very efficient Nettlefold studio at Walton, with the brilliant film impresario, Walter Ferde, has sold only one picture for 'Quota.'

"British International, capable of producing forty pictures a year, having produced, in 'Piccadilly,' a perfect silent picture and, in 'Blackmail,' the best talking picture in the world, has not sold one picture for 'Quota' purposes, which is the root cause of the present series of dismissals."

EDWARD VI AT SEVEN

Painted by Hans Holbein the younger, for which Mr. Bache, the American collector, is said to have paid £60,000.

Under the Cinematograph Films Act there is no stipulation regarding the quality of the pictures acquired for "Quota." Also—

"There is nothing in the Act to prevent a film agent contracting with a man in the street to produce six reels of something which will be registered as a British picture, regardless of quality, if 75 per cent. of its cost has been paid to people of British domicil.

"There is nothing in the Act to prevent the wiping out of three-fifths of the activity of our most important producing organization, and so causing tragic unemployment.

"Between the production of pictures made under the fly-by-night conditions permissible under the Act, and the production of pictures under a stabilized system, there lies, as far as film-workers are concerned, the gulf which separates industrial health and industrial chaos."

THE COVER—Another Indian Madonna adorns our cover this week. Luis Mora painted the Pueblo mother; this is the "Madonna of the Plains," and the artist, Kathryn W. Leighton, tho born and educated in the East, is, in the statement of A. J. Philpott of the Boston *Globe*, the first "to fraternize with the tribal redmen long enough to study their character and paint their real portraits." Her Boston exhibition last year, not only of portraits but of scenes in the Blackfeet country in Glacier National Park, Montana, was a pronounced success. She has put on permanent record figures of the Sioux, the Cherokees, the Chippewas, and the Cupas, and the Indians themselves acclaim her as one of themselves.

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RELIGION AND SOCIAL SERVICE

HOW A 'POSSUM STARTS A SCHOOL

A 'POSSUM FOR AN EDUCATION—and Ray Burraker, the fourteen-year-old Virginia mountain boy and the big kindly man to whom he gave the marsupian are satisfied with the trade. But it was not with any such ulterior motive that Ray gave the 'possum to the President of the United States when the boy called on him at the Presidential retreat on the Rapidan in the Old Dominion. It was just his notion of hospitality to the stranger. The man and boy, we read, talked long together about things that interest all men and boys, and Mr. Hoover learned to his amazement that the boy with the Elizabethan tongue and the candid speech universal in the days of good Queen Bess could not tell the difference between A and Z. Nor, for that matter, can Ray's father, nor any of his friends in this mountain fastness, tho they live within 100 miles of the nation's capital, and even less than that of the University of Virginia, founded by Thomas Jefferson. The President sent for the boy's father, "Pa" Burraker, and, after a talk with him, dispatches inform us, Mr. Hoover announced that he would head a committee to raise funds—about $1,250—needed to build a school, for this little mountain community, and that the State of Virginia would be asked to provide a teacher. "Pa" Burraker, say the dispatches, agreed to persuade the parents to send their children to the school, and, as he is a preacher on occasion, no doubt is felt that he will be able to do his part.

Wide World photograph

A JACK AND JILL WHOM CIVILIZATION FORGOT

They are typical children of the mountain district in Virginia where President Hoover proposes to build a school for his little friend, Ray Burraker, and others. The community is within 100 miles of the nation's capital.

As the public is beginning to realize through the efforts of domestic missionaries and literary adventurers, the Southern Appalachians shelter a population estimated at about 2,000,000, some of them as ignorant of the alphabet as they are of Homer, who have never heard "America" sung, and never heard the Lord's Prayer. President Hoover's interest in the boy Ray has focused national attention on these people, remnant of the pioneers who broke through the trackless forest in colonial days, and were left high and dry in the mountain hollows, a dark fringe on our civilization. "Only a few families will benefit directly from Mr. Hoover's present zeal," observes the Birmingham *Age-Herald* feelingly, "but it is to be hoped that this concern will follow down the Southern Appalachians through the Carolinas, into Kentucky, Tennessee, Georgia, and into northeastern counties of our own State," which affords some idea of the range of these our "contemporary ancestors." If now the President is giving thought to them, "he is doing his duty to an underprivileged folk of splendid potentialities rooted in a splendid ancestry." And in this episode of President and illiterate boy, *The Age-Herald* takes time to observe, "may be seen the best of our democracy."

What is the origin of this and similar communities on which the nation now centers its concern? Writing in the Richmond *Times-Dispatch*, Thomas R. Henry, staff correspondent of that paper and the North American Newspaper Alliance, furnishes us with this interesting information:

"There are no written records, for writing long has been a lost art among them. The present generation apparently has no traditions and no folklore which might provide a clue. Imagination and memory have vanished together.

"The majority are believed to be descendants of pre-Revolutionary pioneers whose wagons broke down on the westward trek somewhere in the neighborhood, and who became marooned in these mountain hollows. The population was increased by deserters from the Revolutionary armies—British, Hessian, and Continental. Still later came a few Civil War deserters from both Confederate and Union armies. According to competent observers, a New England twang occasionally can be detected.

"Students of linguistics will find a wealth of material in the speech of these people, which may prove somewhat difficult to analyze into its component parts. Middle English, approximately the language of Chaucer, which lingered on even through the restoration period in parts of rural England, was brought to Virginia by the earliest settlers, still is found in a degenerated form in these clusters of cabins.

"'Closen gentes,' cries a group of ragged children thrusting bunches of blue flowers into the faces of summer trampers. The flowers are closed gentians, but the mountain speech still retains the final 'en' of the middle English past tense. They speak of 'nestes, postes, deskes' for nests, posts, and desks.

"In a sense they preserve the spoken English of Shakespeare's day. It has been modified, however, by other speech forms which ragged fugitives have brought into the hollows. Such words as the middle English 'holp' for help come in close conjunction with degenerations like 'bile' for 'boil' and 'pizen' for 'poison.'

"The speech has all the indelicacy of medieval English, ranging from such mild forms as the universal use of 'belly' for stomach to a list of unprintable words which flow naturally from the tongues of the small children.

"'You real pur-r-ty,' a ragged little girl will say to a kindly gentleman who has given her a coin and patted her head. The

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word 'pur-r-ty' is the all-inclusive complementary adjective. The speech is strangely lacking in sex differentiations—'ma'm' being applied as a token of respect to both man and woman.

"The language is not difficult to understand, altho a stranger may be puzzled at first, especially when the conversation is rapid."

"Any one at all familiar with such regions as the one in which Ray lives," observes *The Times-Dispatch* editorially, "can realize how sorely they need at least a modicum of education." Sympathy with the President's project is general. To the Washington *Evening Star* "the picture presents a more fundamental problem than that which lies in teaching these children the Lord's Prayer or coaching them to sing 'America.' How many other communities, scattered in the rural sections of this broad land," it asks, "occupy a status that puts them on a par with the cabin dwellers in the Shenandoah National Park area?"

"Statistics tell a part of the story. They show, for instance, that the average school term in the city is nine months, while it is only seven in the rural district. They show that there is 4.4 per cent. illiteracy in the city, but 7.7 per cent. in the country. Twelve per cent. of the city children suffer eye defects, but 23 per cent. of the rural children are so afflicted. Seventy-one per cent. of the children from fifteen to eighteen years old are in high school, while but 25 per cent. of the rural children of comparable age progress that far in their education.

"In these days of million-dollar schools and compulsory education laws, we of the cities associate illiteracy with freshly arrived immigrants from abroad and Americanization work with teaching these immigrants and their children something of their adopted country. Conditions in the near-by Shenandoah National Park area emphasize the proportions of the problem that lies in making available to the descendants of generations of 100 per cent. Americans the same opportunities for education and better living that are thrust upon the newly arrived alien from abroad."

However, lest the general public should be influenced to think that all opportunity is denied the little community in which Mr. Hoover became interested, the Lynchburg *News* says that the poor mountaineers around Mr. Hoover's camp are not altogether forgotten, and that the situation isn't quite as bad as the organization of a Presidential committee to do something about it might indicate. *The News* recites on behalf of the Virginia Board of Education that there are thirty-two schools in Madison County—three high schools, seventeen elementary schools for whites and twelve elementary schools for negroes. Moreover,

"As to illiteracy, it is pointed out that while in 1920 the Federal census showed a total of 504 native whites who could not read or write out of a total population of more than 7,000, the 1925 Virginia school census showed a total of eighty-one white illiterates between the ages of ten and twenty, and three Negro illiterates between these ages. This condition has improved, and the next census is expected to give the county a much better showing.

"All that puts a better light on the situation. It saves Virginia and Madison County from some unmerited criticism. That is gratifying, but it should not make us lose sight of the fact that there are illiterates in Madison and other counties, that the percentage of children attending school is small, and that in many cases the school year is too short. The lack of high schools is also greater than even the comparatively indifferent can contemplate with equanimity. The school board naturally defended itself and the State from unjust adverse criticism, but will be the last to maintain that there isn't a great deal to be done and the first to endeavor to see that it is done."

TO A YOUTH

By Marie Blake

NOW Life comes towards you proffering her gifts:
The lustrous fruits of knowledge, joys that sing,
Strength and the wands of power, dreams come true,
Fair crowns of laurel, tender hands to cling,
And last, that fearsome chalice in whose depths
Darkles the blood-red wine of suffering.

Refuse it not, beloved! In that draught
Lies deep enrichment for all coming years:
The heart to understand another's woe,
Patience to bear, and hope to conquer fears,
And that bright truth which else you could not know:
How tender earth becomes when seen through tears.

—*America, New York.*

REBUILDING ZION

"SHALOM" (PEACE) IS THE WATCHWORD between Zionist and non-Zionist, and a new era, we are told, opens up for Palestine in the establishment at Zurich, Switzerland, of the enlarged Jewish Agency in accordance with the terms of the British Mandate. The function of the Agency is to advise and cooperate with the Mandatory Power, and to assist and take part in the development of Palestine. Up to this time the World Zionist Organization was recognized as this Jewish Agency in the British Mandate. At the Sixteenth Zionist Congress, recently held in Zurich, however, a pact previously entered into between the World Zionist Administration, which seeks to make Palestine a national home for Jews, and representatives of the non-Zionist Jews throughout the world, who are not concerned in making Palestine a political entity, was ratified, and the Agency now includes in its council a 50-per-cent. representation of non-Zionists.

What actually occurred at Zurich, *The American Hebrew* (New York) informs us, was this:

"After a quarter of a century of controversy among Jews who held different opinions as to the religious and political future of the Jews in the countries where they lived, the course of history and the sagacity of Jewish leadership finally arrived on common ground for united action on Palestinian reconstruction and rehabilitation.

"There are still irreconcilables in the Zionist group and diehards in the non-Zionist group. But these can not now affect the purpose of world-Israel, united through their representatives, in the Council of the Jewish Agency for Palestine, economically, socially, and culturally to redeem the Holy Land and make it a fit place for those Jews who will migrate there to make it their national home."

Aside from the sentimental and emotional aspects of the meeting, observes *The American Jewish World* (Minneapolis and St. Paul), there are several practical points in the program and in the resolutions adopted by the newly formed Agency that may well be emphasized:

"These resolutions are really a declaration of principles. In the first place, they emphasize that the up-building of Palestine is now the project of a united Jewry. For that reason the attention of the Mandatory Power is called to the fact that it is now incumbent upon it to aid the project of the Jewish National Home in every way, and more intensively than in the past. Attention is also directed to the question of the Wailing Wall, that remnant of the Temple, in front of which Jews had for so long prayed and wept, a privilege which of late has been made more difficult for them through Arab interference. The resolutions of the Jewish Agency naturally assume that this Jewish prerogative shall not be invaded. Yet it gives the assurance (as if that were necessary!) that it anticipates that the Mandatory will guard 'the just rights and promote the welfare of all.'

"After all, Jews can be depended upon to be equitable, when it comes to national and international relations. That Jews are desirable neighbors has been demonstrated throughout our history. Already Arab residents in Palestine have benefited in ways too numerous to mention from the advent of the Jews. And when it is a question of respecting the religious scruples of others, the record of the Jew, again, is quite exemplary.

"When all Jews heed the call of the Agency for support in up-building the land, Jews and non-Jews will gradually discover the secret of amicable co-operation, as well as its value. God speed the day when the accomplishments of the Agency will have proceeded to that point where its blessings will be generally recognized."

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IS WOMAN RUINING THE COUNTRY?

FIFTY YEARS OF PETTICOAT RULE—see the dictionary for petticoat—has effeminated the mind of the nation, declares Prof. Robert E. Rogers, masculine associate professor of English at the Massachusetts Institute of Technology, and he also asserts that the failure of the Protestant Church to give its youth an adequate religious training has produced a bad-mannered younger generation whose only faith is a diluted Unitarianism. Thus, for the second time recently, Professor Rogers breaks into the first page and scandalizes his sedate brotherhood, his first adventure into nation-wide publicity resulting from his advice to the Massachusetts Tech's fledglings to be snobs, and make up to the boss's daughter instead of his stenographer, if they would succeed in life. His present broadsides stir up a veritable hornets' nest, for he is called all sorts of names by various Boston educators commenting on his animadversions on women teachers. At the same time, a more cautious point of view likens his caustic criticisms to a tonic which a too complacent people needs to awaken it from a contemplation of its own virtues. Professor Rogers was speaking at the recent annual business conference of the Babson Statistical Organization at Wellesley, Massachusetts, when he again set the country by the ears. Ponder on this, which we quote from his address as the Boston *Post* prints it:

"Our boys and girls have not been taught to think. They are interested in applications, not principles. They have had, in school at least, no fundamental instruction in the problems of ethics and conduct, in the problems of society and government, in genuine science as opposed to tinkering. Above all, they have been taught not to criticize or analyze. They come to higher education and life with a settled conviction that the only allowable criticism is 'constructive' criticism—as if one could construct without first clearing the ground!"

Whose fault is it? Professor Rogers hazards "one unpopular guess":

"For a half-century now the largest part of our young people have been trained exclusively by women teachers. The faults I have been speaking of are the faults of women teachers; preoccupation with method, interest in details, disinclination for mathematical and political and philosophical thinking, an inclination to insist on abstract beliefs to be accepted docilely, rather than the free give-and-take of criticism.

"Fifty years of this has produced a people incompetent to think politically and philosophically. For whatever may be the case with girls, boys need men teachers long before the age of 17 or 18. They need them at the beginning of adolescence. Our American thinking is feminine thinking, inculcated by women teachers, highly competent in detail, immediate in its applications, rigidly idealistic regardless of the working facts, and weak on critical examination."

Turning to the Church and religious instruction, Professor Rogers said that the "intelligent Catholic boy or girl is far better trained and intellectually more competent in matters of religion and social ethics, and the intelligent Hebrew boy or girl, whether Orthodox or Liberal, far more wide-awake in matters of religion and social thinking than the Protestant boy and girl." The Protestant boy and girl, he said, "are as little interested in ideas of religion and social ethics as they are in politics and science." He is referring to the Eastern evangelical churches, "where, apparently, the Sunday-school is so haphazard and the preaching so inferior that religion makes literally no dent in the youngsters." And as he sees it:

"Conduct is with them a matter of practical expediency. They do not believe that drinking is a sin, but they do believe, most of them, that it is socially expensive and hurtful. The notion that amusements, the theater, dancing, card-playing are sinful is too absurd for them to consider.

"If they keep away from sexual dissipation, it is not from any notion of sin, but for entirely practical reasons. Similarly, they do not regard a sexual experiment as anything more than a sexual experiment, of no serious or lasting significance."

Despite all this, Professor Rogers said that "their notions of the fundamentals are essentially decent and sensible, that they will make as good wives and husbands, citizens, and producers as any generation ever has been." Then comes this more inclusive criticism:

"Their manners are superficially bad, but no worse than those of their fathers and mothers. We are a bad-mannered people. We are, and they are, at bottom a considerate, sympathetic, and cheerful people. But we are easy-going and happy-go-lucky. We have carried the doctrine of equality so far that we are unnecessarily loud-mouthed and disrespectful, back-slapping and wise-cracking and razzing with inferiors, equals, and superiors alike.

"Adult men and women retain the manners of the village cut-up and the tomboy. If our young people are always in a hurry, loud-mouthed, slangy, awkward, irreverent, if their manners have not that repose which marks the caste of Vere de Vere—well, it's not fair to blame it all on the movies and the comic strips. Some of it they see at home."

Professor Rogers is right in a great deal of his analysis of the rising generation, comments the New York *Herald Tribune*, which says that "there has for a long time been a consensus that our schools do not give their graduates an 'education' comparable to that given in Europe, that the younger generation is irreligious, especially in Protestant families, that it is 'hard,' that it is producing a new code of ethical and social standards, and so on, while the idealistic and uncritical nature of American thought has become a commonplace of space-rate disquisitions upon our country." However, continues *The Herald Tribune:*

"It is absurd, of course, seriously to lay this to the women teachers; and whether or not it is a sign of 'feminism' is really no more relevant to the point than the advice to be snobbish was relevant to Mr. Rogers's earlier point—that 'snobbishness' in various forms has a real, if rarely admitted, importance in the life of the college graduate. On that occasion the heathen raged, and Mr. Rogers no doubt enjoyed himself. They will now rage again; Mr. Rogers's criticisms of the younger generation will receive an attention to which their originality does not entitle them, and nothing will be proved—except that Mr. Rogers has learned the trick of stirring up the commentators with a long pole."

Admitting that the nation has need of such a Shavian "tormenter" as Professor Rogers, the Boston *Transcript* thinks it "preposterous" to single out the female half of society as being solely responsible for the shortcomings of the whole. The male teachers at Harvard, for instance, says *The Transcript*, are absorbed on a "minute and meticulous study of methods of teaching." Certain reasons do exist, we are told, that boys, from early adolescence onward, should have as many male teachers as possible. "But Professor Rogers has not assigned the right reasons; he has attacked the wrong windmill." "I once had, in years past, the tiniest fear that perhaps women teachers were as Professor Rogers has said," says Miss Mary McSkimmon, former president of the National Education Association, and now principal of Pierce School, Brookline, as she is quoted in the Boston *Herald*. "But the Great War came on and the magnificent demonstration of fitness that our boys presented during the days of conflict settled once and for all the doubt that had crept into my work." From the same paper we learn that Mrs. Elizabeth Tilton, of Cambridge, national legislative chairman of the National Congress of Parents and Teachers, agrees with Professor Rogers that boys after thirteen should be taught solely by men teachers. But she went further, saying that girls, too, after they are eighteen, should have men teachers. "There is no doubt about it," she said, "men are more alive to the larger problems, attacking them with straightforwardness and thoroughness, where a woman teacher is apt to be too near-sighted and not as capable of taking the great powerful strides as a man." In the opinion of the Boston *Herald:*

"It is all to the good that the newspapers were so liberal in their treatment of Professor Rogers's speech, for thereby they brought to the attention of millions a variety of subjects which otherwise would have had little popular consideration. To educators and students, his views will not be in the least stimulating. To persons who are too busy to read books and magazine articles on the tendencies and the practises of this changed and still changing age, the speech will be an excellent irritant."

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CURRENT POETRY

Unsolicited contributions to this department can not be returned

DOES the airplane make all sublunary things impossible for the flyer? An answer is attempted in the Beaumont (Texas) *Enterprise:*

WHEN YOUTH IS DONE

By Aline Michaelis

Where shall we go, Dolores,
When youth is done?
Out of the winds of heaven,
Out of heaven's sun?

Far from the dawn-touched hilltops
Where late we trod,
Each with a heart uplifted,
Brave as a god;

Far from the green surf beating,
On packed white sand
Never to wander laughing,
Hand clasped in hand!

Never about our bodies
Sea's kiss again,
Never to thrill at roar of
Our rising plane!

Snug in some chimney corner,
When years are spent,
Say, shall we sit, Dolores,
And dream, content?

Never for us, my darling,
Who as gods soared
Up through the windy heavens
While our plane roared.

Better than life's dull twilight
And dregs of pain
A last long flight, Dolores—
A shattered plane!

This little "morality" in *The Nation and the Athenæum* (London) is true of every modern land to-day:

THE BUS-CONDUCTOR

By Robert Bell

Are you a brother and a man,
Or just a cog in the machine—
That engine on the chess-board plan
In which a hand, unknown, unseen,
Moves us from place to place, and then,
A little later, moves us back again?

You do not know me, though you take
My daily copper as I sit
Behind the driver, broad, opaque,
Who is himself another bit
Of that same mechanism which
Drives us to the Millennium—or the ditch.

Year in, year out, we never fail,
You with your punch and satchel, I
With office bag and *Daily Mail;*
And do we mingle with mirth and sigh?
Oh no; the nearest that we get
Is to remark the morning's rather wet.

You carry, besides coppers, cares;
And I for my part go in fear
My steed will stumble unawares,
With that black figure in the rear:
But what of these, my friend and brother?—
For we are Hecuba to one another.

One day I'll not be there, and you
Will have one passenger the less;
Or I shall find a face that's new
Upon the step, and idly guess
Whether in turn you've paid your fare
On that last bus with always room to spare.

As coins, grown dull with constant use,
Forget their first similitude,
So men, packed by the million, lose
The primal bond of brotherhood,
And, scurrying underground like moles,
Sharpen their wits and stultify their souls.

Shannon water is being diverted to the uses of creating power to electrify Ireland, and *The Irish Statesman* (Dublin) publishes a poem based on a remark that seems to hint of *Mr. Dooley* on his native soil:

A DIRGE ON THE APPROACHING COMPLETION OF THE SHANNON SCHEME

By Tola

(Inspired by a remark overheard at a Limerick bazaar.)

We shall all be blown up by electricity soon, very soon.
Ireland will break loose and go hurtling to the Gulf of Iskanderun—
All except the Six Counties, which are bound by indissoluble ties to the British Empire,
And are therefore immune—
We shall all be blown up by electricity very soon.

Why should we fret ourselves over a National Tune?
Whether we bare our heads to "John Peel" or "Eileen Aroon."
Whether we choose to call the hope of the family just plain "boy"
Or "gorsoon,"
We shall all be blown up by electricity very soon.

We shall all perish together, soon, very soon—
Gael and usurper, senator, lazy loon.
The Free State will vanish to the East, and we shall remain a handful of dust
On the four winds strewn,
When stator and rotor take up their malevolent croon.

We shall all perish together, soon, very soon.
But the fairy people will pour out of rath and dún,
And leap upon snow-white horses that come snorting out into the eastern air
From the caves of Uggoon,
To race down the long green eskers of Sranagaloon.

And they shall make a great hosting, as in the days of Fionn,
To the strength of the dynamos shall be joined the strength of a wizard rune,
They shall march over the whole earth until there is no Internal Combustion engine left
East of the sun or west of the moon,
Mechanics and all their devices shall be utterly overthrown.

But we, we shall not see that day.
We shall all be blown up by electricity very soon.

The London *Saturday Review* in its playful mood offered prizes for a poem in the manner of Hillaire Belloc's "Cautionary Tales," beginning with the two lines:

The only fault of Reuben Brown
Was knocking aged spinsters down.

Here is the first prize-winning poem:

FIRST PRIZE

By George Van Raalte

The only fault of Reuben Brown
Was knocking aged spinsters down.
He loved to hear their timid squeal,
And see their look of soft appeal;
And wept with joy to watch them flutter,
On muddy mornings in the gutter.

And in this not unhealthy pleasure
He spent his frequent hours of leisure—
Till came a day when Spinster Fate
Decided to retaliate.
A lady sauntered close ahead:
He caught her up with wary tread,
And sent her sprawling on the earth.
His eyes grew dim with tears of mirth.
They cleared; and there before him lay,
Among wet leaves and liquid clay,
The richest of the rich relations
On whom he based his expectations.
His Aunt! She turned, she saw, she knew!
In blind and nervous haste he flew,
And slipped beneath a passing 'bus:
His death was instantaneous.

Two morals, Reader, here are shown.
"*Don't knock a lady down*" is one;
The next, if you'd avoid a shock,
Is simply: "*Look before you knock.*"

In *The Spectator* (London) is one more attempt to explain the rainbow:

RAINBOW

By A. R. U.

Out of the greyness
Shone this lovely thing . . .
So on dead boughs
Do the nightingales sing,
And from a drab earth
Sweetest roses spring. . . .

Suddenly it came,
But I could not see
Where it had begun
Or where its end could be;
Suddenly it shone there
Beautiful, for me. . . .

Someone stole the yellow
Of the daffodils,
And the misty blue
From the far fading hills,
And caught up the green
The ripening apple spills;

Someone snatched the red
Of a sunset's glow,
The blushes from the thrift
And the sun-warmed sloe,
And robbed the woods
Where the violets grow;

And spun of them a dream,
And hung it high
Between the dead stars
And the clouds that swing by,
Hung it in the grey
And sullen sky.

Finally, this from *Harper's:*

INTROSPECTION

By Elizabeth Larocque

There is no prayer upon my lips
Nor is there any in my heart—
I cannot touch my finger tips
And kneeling bid all pain depart;

Nor ask of God what I would gain—
Nay! all my strength must be within—
In that strange place where soul meets brain.
If this be evil I must sin.

And yet—it's strange—if I could pray,
What would I ask? I do not know.
There is not aught for which I'd say,
"Ah, God in Heaven, I want it so!"

Unless perhaps it could be this—
To find a dream, to see a star,
And know the strange unequaled bliss
Of reaching out—for things too far.

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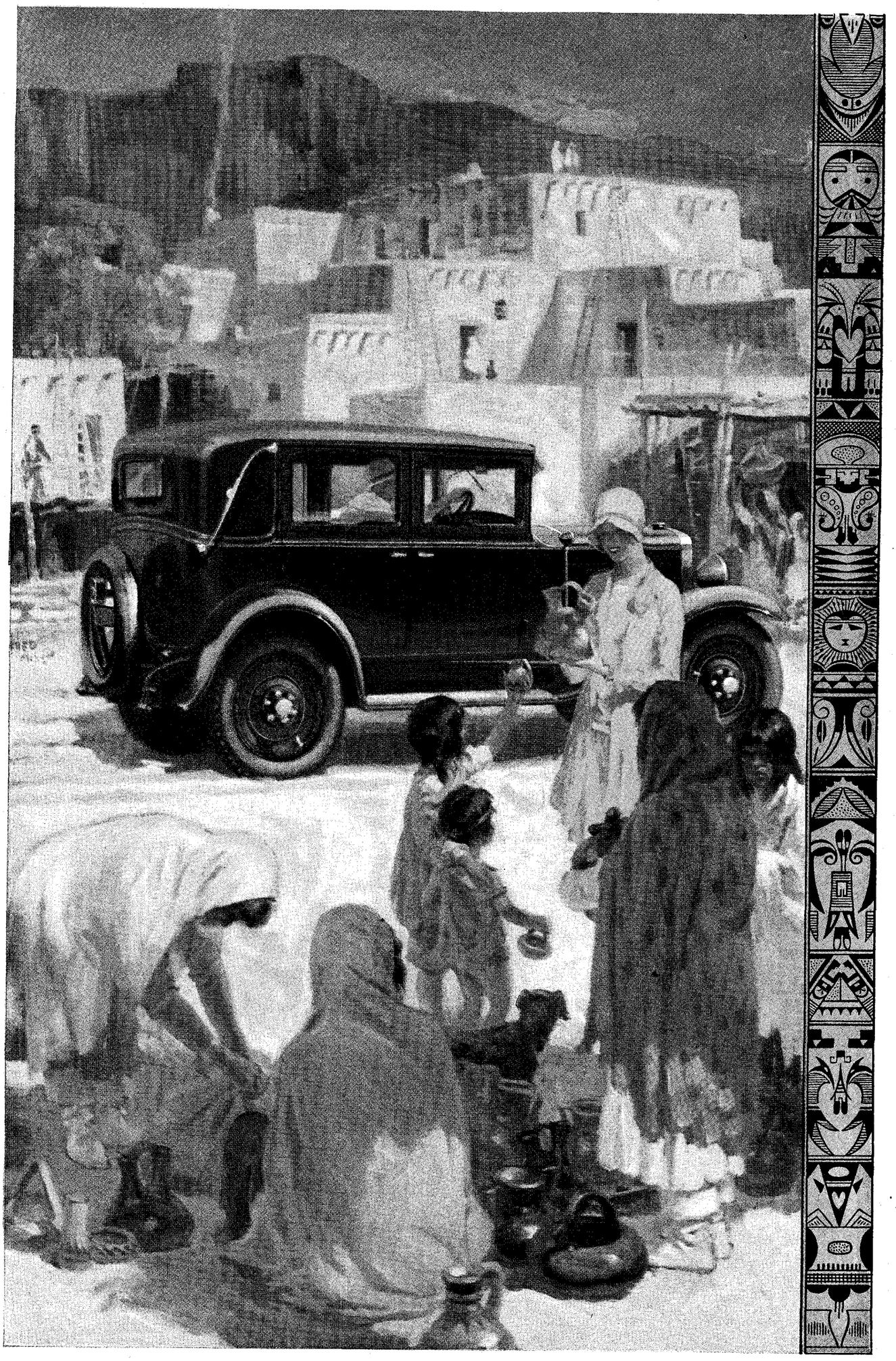

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for Economical Transportation

CHEVROLET

Chevrolet offers Six-Cylinder power, speed and smoothness *in the price range of the four!*

When you get behind the wheel of a Chevrolet Six it is easy to understand why this remarkable new car is scoring such a sensational success. For here, in a price class where only four-cylinder performance was previously available, are offered all the velvety smoothness, increased power and additional flexibility of a great six-cylinder engine.

At every point in the speed range, the power is delivered easily, freely and without annoying vibration. Acceleration is remarkably swift. The steepest hills are taken with power to spare. And there is never any annoying "lugging"—not even when you accelerate swiftly in high gear.

Equally impressive are the beauty and comfort of the new enclosed bodies by Fisher. Styled by world-famous Fisher designers, available in a variety of smart colors and built of selected hardwood and steel, which is the strongest, safest and quietest combination of materials known to the body builders' craft—they represent, in every detail, an order of coachwork unapproached in any other low-priced car!

Chevrolet is the only car which combines all these advantages in the price range of the four. And the Chevrolet Six is just as economical to operate as it is to buy—*for it delivers better than twenty miles to the gallon of gasoline!* Before you buy any low-priced car—check it against the Chevrolet Six—value for value and price for price.

CHEVROLET MOTOR COMPANY, DETROIT, MICHIGAN
Division of General Motors Corporation

The ROADSTER	$525
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The SPORT COUPE	$645
The SEDAN	$675

The COACH
$595
All prices f. o. b. factory Flint, Michigan

The IMPERIAL SEDAN	$695
The SEDAN DELIVERY	$595
Light Delivery (*Chassis only*)	$400
1½ Ton Truck (*Chassis only*)	$545
1½ Ton Truck (*Chassis with Cab*)	$650

COMPARE the delivered price as well as the list price in considering automobile values. Chevrolet's delivered prices include only reasonable charges for delivery and financing.

A SIX IN THE PRICE RANGE OF THE FOUR

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SCIENCE • AND • INVENTION

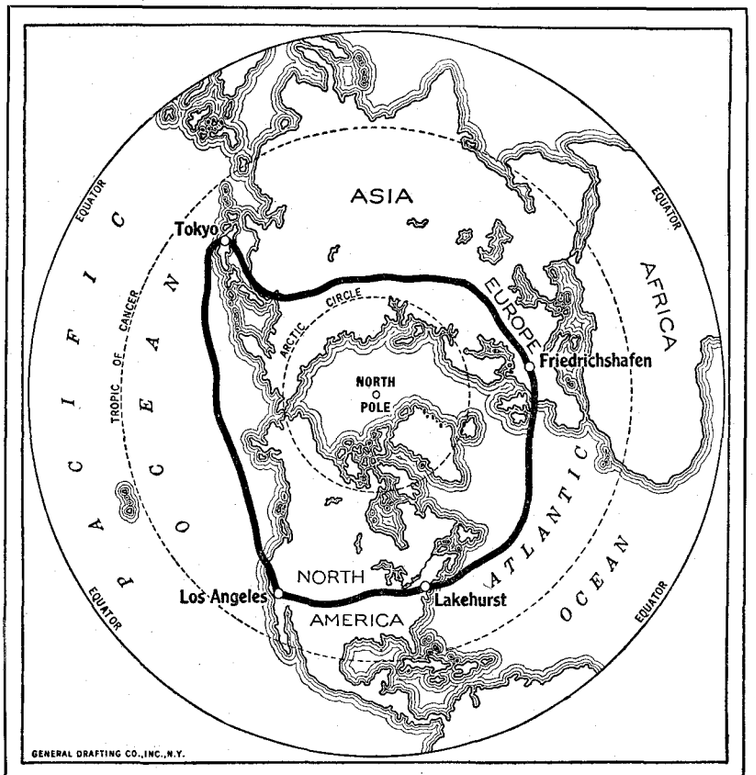
THE "ZEP" DID NOT GO "AROUND THE WORLD"

NO ONE HAS EVER BEEN LITERALLY "around the earth." Those who have claimed to do so have only traveled around the North Pole. If this is the same thing, then a polar explorer could walk around the earth in a few minutes, if he could perform this feat exactly at the pole. What circumnavigators have usually done is to follow, irregularly, one of the earth's "small circles." To go literally "around," a "great circle" would have to be traced—a line along which the globe could be accurately divided into halves. There are, of course, an infinity of such paths. James Stokley, writing in the *Science News-Letter*, a Science Service publication (Washington), treats the subject as follows:

"Great as was the achievement of Capt. Hugo Eckener, it is incorrect to call the voyage of the dirigible a 'round-the-world flight.'

"The army flyers did not go 'around the world' in 1924. Neither have most of the people who have 'gone round' in eighty days or less.

"What constitutes a trip 'around the world'? To answer this question, one must consider the shape of the earth. To go around a sphere, one must go along a 'great circle,' the intersection with a sphere of a plane passing through its center. If you cut a ball into equal halves and put the halves together, the cut forms a great circle. Any number of smaller circles can be drawn on a sphere, but they do not go 'around' it.



QUITE A BIT SHORT OF GIRDLING THE EARTH

How far the *Zeppelin's* track fell short of tracing the world's girth, as shown by contrast with the equator.

"The Army flyers did not go around the earth in a great circle. Neither did any of the record-breaking 'around-the-world' travelers. All have gone around a smaller circle, and the only reason that they may be said to have gone around the earth at all is the fact that they have gone around the North Pole. But if this is the criterion, then the record for circumnavigating the globe belongs to Commander Byrd and the late Floyd Bennett. They went around the pole in a few hours.

"The question then arises: 'How does one have to go to go around the world?' Starting from your home town, you could travel around the earth in an infinite number of great circles. You might go along a meridian. This would be directly north, or south, to one pole, then around the other side to the other pole, and back to your starting-point. Or, you might go around a great circle at right-angles to the meridian. Then you would start, let us say, directly west, gradually turning to the southwest, crossing the equator in the middle of the Pacific Ocean, and then gradually turning to the west again, crossing Australia, going due to west over the Indian Ocean, turning gradually to the northwest, crossing Africa, then turning back to a due west direction as you reached the United States. From the United States, the great circle routes by way of the pole, and by way of the Indian Ocean, are the extremes. Between these are an infinite number of possible routes. They all have one characteristic, however—they all pass through your home town, as well as through an antipodal point, which is a place on the earth that has the same latitude as you have, but south instead of north, and that has a longitude differing from yours by 180 degrees.

"When an aviator travels around a great circle of the earth, then he can truly claim to have flown around the earth. But even this feat would not entirely prove the earth to be a sphere. What is really needed, to prove the sphericity of the earth by going around it, is for some group of aviators to make a series of at least two flights.

"A flight around the earth by way of the poles, and another around the great circle at right-angles to it, would prove it, probably even to the satisfaction of those misguided individuals who still hold that the earth is flat.

"It is quite certain that such a series of flights is not beyond the realm of possibility. A part of the flight, over the poles, would probably only anticipate what many of us will be doing before a great number of years have elapsed. The shortest distance from New York to China, for instance, is almost directly over the North Pole. Even from New York to Europe, the shortest path is well to the north. To travel over the shortest distance from Chicago to Stockholm, one would cross Labrador, Greenland, and Iceland. Lindbergh's flight to Paris is still fresh enough in our memories to recall how he went to Paris by way of Newfoundland.

"The Mercator projection has come into such wide use that many people think of it as an accurate representation of the earth. In the past, even navigators believed this. Since the shortest distance between two points is a straight line, it seemed to them that the shortest distance between two points on the earth would be a straight line on the chart. And the fact is that if you plot a straight line on the Mercator chart, and follow it, you will reach your destination safely. But the only line that is undistorted is the equator. If you are going to sail on the great circle around the equator, then you can follow such a chart with accuracy. But any other great circle path is distorted. Thus, in the imaginary world flight, mentioned before, we started west and turned to southwest, then west and northwest, and then west again. If this path were plotted on a Mercator chart, it would seem to be unnecessarily devious, but on a globe it would be seen to be the most direct between the opposite points on the earth.

"A story has been told of the navigators, who a century or more ago sailed between England and Australia. Most of the captains were following a straight line on their chart from Australia to Cape Horn, and then another straight line up the Atlantic to England. This appeared to be the shortest route.

"It was noted, however, that one skipper consistently arrived a month or more before his rivals. The others found that as soon as he left Australia, he headed almost south, and skirted the Antarctic ice-pack, finally getting up toward Cape Horn and then to England. This path was as nearly as possible along the great circle route, and over a thousand miles shorter than the route taken by believers in the Mercator chart."

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A CENSUS OF SKY-SCRAPERS

HIGH BUILDINGS ARE NOT CONFINED exclusively to the larger cities. This is shown, says *The American City* (New York), in a survey recently completed by the Thompson-Starrett Company, covering 173 cities of the United States having a population of 50,000 or more. Of these, 36 have one or more buildings over 20 stories high. On the other hand, 42 cities have no buildings as high as 10 stories, and 59 cities have less than five such buildings. We read further:

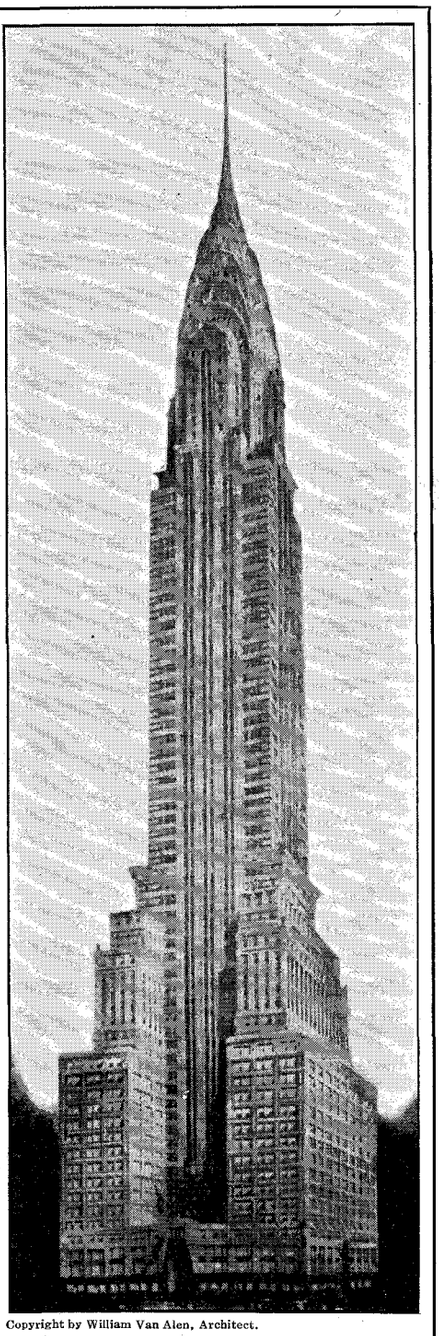
"The survey reveals that there are in this country 4,778 buildings 10 stories or more in height, and of these only 377 are more than 20 stories high. Approximately half of all buildings between 10 and 20 stories and of those over 20 stories are located in New York. Carrying the analysis further, it is found that 50 per cent. of the buildings in New York from 10 to 20 stories and 60 per cent. of those over 20 stories are located between 14th and 59th Streets.

"New York has 188 buildings over 20 stories, Chicago has 65, and Philadelphia is third with 22. Only six cities have 100 or more buildings over 10 stories high.

"There are 10 buildings in the country taller than 500 feet, and five others are in the course of construction. The highest is the Woolworth Building, whose 792 feet has not been surpassed in sixteen years. This mantle of supremacy will pass this year to the Chrysler building, which will rise 809 feet above the sidewalk, but shortly thereafter the Bank of Manhattan building, mounting to a height of 836 feet, will claim the distinction of the loftiest building in the world."

BUILDINGS OF TEN STORIES OR OVER
LIST OF CITIES WITH FIVE OR MORE

City	*Buildings 10-20 Stories*	*Buildings 21 Stories or More*
Albany, N. Y.	9	2
Atlanta, Ga.	17	1
Atlantic City, N. J.	21	0
Baltimore, Md.	36	4
Beaumont, Texas	5	1
Birmingham, Ala.	13	1
Boston, Mass.	102	2
Chicago, Ill.	384	65
Cincinnati, Ohio	24	2
Cleveland, Ohio	40	4
Columbus, Ohio	16	1
Dallas, Texas	31	1
Dayton, Ohio	15	0
Denver, Colo.	9	0
Des Moines, Iowa	14	0
Detroit, Mich.	102	19
Duluth, Minn.	5	0
Fort Worth, Texas	11	3
Galveston, Texas	5	0
Houston, Texas	24	5
Indianapolis, Ind.	23	0
Jacksonville, Fla.	14	0
Jersey City, N. J.	16	0
Johnstown, Pa.	5	0
Kalamazoo, Mich.	5	0
Kansas City, Mo.	60	2
Knoxville, Tenn.	6	0
Little Rock, Ark.	6	0
Long Beach, Calif.	14	0
Los Angeles, Calif.	134	1
Louisville, Ky.	17	0
Memphis, Tenn.	23	1
Miami, Fla.	25	1
Milwaukee, Wis.	15	1
Minneapolis, Minn.	32	3
Montgomery, Ala.	5	0
Nashville, Tenn.	17	0
Newark, N. J.	18	3
New Haven, Conn.	5	0
New Orleans, La.	21	1
New York, N. Y.	2,291	188
Oakland, Calif.	14	1
Oklahoma City, Okla.	20	2
Omaha, Neb.	9	0
Peoria, Ill.	12	0
Philadelphia, Pa.	98	22
Phoenix, Ariz.	5	0
Pittsburgh, Pa.	52	15
Portland, Ore.	25	0
Providence, R. I.	5	1
Richmond, Va.	20	1
Rochester, N. Y.	12	0
Sacramento, Calif.	7	0
St. Louis, Mo.	83	3
St. Paul, Minn.	7	0
Salt Lake City, Utah	10	0
San Antonio, Texas	21	3
San Diego, Calif.	8	0
San Francisco, Calif.	45	8
Seattle, Wash.	41	2
Springfield, Ill.	5	0
Stockton, Calif.	6	0
Syracuse, N. Y.	4	1
Tacoma, Wash.	6	0
Tampa, Fla.	11	0
Toledo, Ohio	6	1
Tulsa, Okla.	37	2
Washington, D. C.	20	0
Wheeling, W. Va.	6	0
Wichita, Kans.	14	0
Wilkes-Barre, Pa.	5	0
Youngstown, Ohio	5	0



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TO BE THE WORLD'S TALLEST BUILDING

Until the next one overtops it. The Chrysler Building, in New York, will be 809 feet, 68 stories, tall and will be made noteworthy by the use of rustless iron, as told in the accompanying article.

COMING—THE RUSTLESS AGE

A FEW YEARS AGO, a development in alloy steels awakened interest—the production of alloys of chromium and iron which are markedly resistant not only to ordinary corrosion but to deterioration at high temperatures and under severe conditions. Addition of nickel to the chrome-iron compositions influences these qualities decidedly. The products have since become known under the general names of "stainless steel" and "rustless iron." A large industrial demand was foreseen and recent developments are bearing out these predictions, says an editorial writer in *The Journal of Commerce* (New York). We quote in substance as follows:

"A week or so ago it was stated in the public press that rustless iron is to be used in the construction of the new sixty-eight story Chrysler building in New York—the largest structure of the kind. This rust-resisting alloy will be used in the five-story dome of the building and in the trimmings of many of the rooms —casements, window-frames, and so on. All ventilators will also be fabricated of this alloy. The decision to use this metal is based on extensive researches by those interested in planning the building.

"In Chicago another use for the alloy has been found. It has been incorporated in the building of a connecting bridge between two structures. The sides and roof as well as the railings are made of this rustless iron. It takes a high polish, needs only light rubbing now and then, and presents a beautiful appearance. Its enduring qualities are its main asset.

"These two developments are regarded as but the beginning of an extensive use of this material in architecture. It has already found a wide application in the synthetic nitric acid industry. Chrome-iron or rustless iron is now being extensively adopted for large towers, fifty feet high and ten feet in diameter, for the manufacture of nitric acid from the air. The acid does not affect the metal, and the towers will last indefinitely.

"The use of these alloys means much to certain industries and to consumers in particular. Companies producing chromium and nickel will benefit by a wider use for these metals, and consumers will have found a product which does not deteriorate or waste away, meaning a saving in repairs and carrying with it other advantages which are plainly evident. This important development is perhaps but another step in the rapidly approaching 'rustless age.'"

SELF-EXTINGUISHING CIGARETS—Cigarets that continue to burn after they have been discarded are the cause of countless fires. Hotel-keepers in French towns put up notices begging patrons not to throw their cigarets out of the windows. Forest rangers warn tourists and campers not to throw away lighted cigarets where they may cause forest fires. Says the New York *Times:*

"There is an annual fire loss in this country alone of approximately $90,000,000, due to the carelessness of smokers. Since efforts to reform the human element seem almost hopeless, advocates of safety measures have turned to the other culprit—the cigaret. The Bureau of Standards has been experimenting for six months to find a cigaret that will put itself out. Beginning their study from the ground up, scientists found that most

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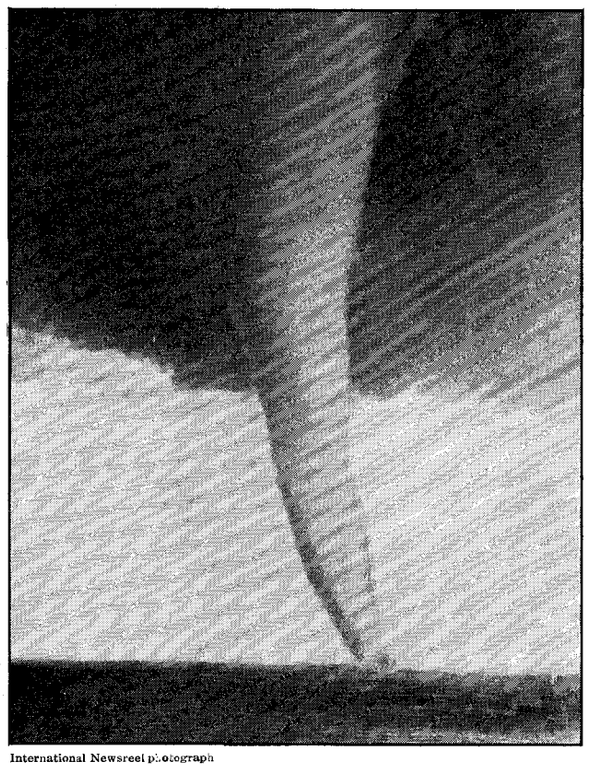
smokers discard a cigaret when it is 1¼ inches long. Two-thirds of the cigaret stubs surveyed were between 1 inch and 1½ inches long. A thousand ignition tests were made with the fatal last inch in an attempt to make it non-incendiary. Now a 'safety cigaret' has been evolved, with an inch tip of cork, 'lined with water-glass air-excluding silicate.' With its inch of fireproofing, the self-extinguishing cigaret was found to go out so speedily as to reduce the fire hazard about 90 per cent. If smokers would do their share by being 10 per cent. more careful, the adoption of the new cork tip should make the world 100 per cent. safe from cigaret fires."

THIS YEAR'S FREAK WEATHER

THE FACTS ARE PATENT TO ALL. The weather has been on the rampage in 1929. Dr. E. E. Free, writing in the New York *Times*, is inclined to blame solar activity, as shown in the abundance of sun-spots. In his view the solar engine has just now more steam than is needed to furnish normal weather, and has been "blowing off," with somewhat eccentric results. This summer's weather, Dr. Free justly remarks, has suited nobody. Hot spells have been too frequent for comfort in the city, and cold ones for the profits of the summer resorts. Farmers bewail persistent drought. Ship-masters complain of storms and fogs. He goes on:



International Newsreel photograph

CLOSE-UP OF A KANSAS TWISTER

Which tore across the prairie in July, tossing houses and barns about like straw. One incident of a year's freak weather.

"The world's weather has been specializing in droughts. Over the eastern two-thirds of the United States damage is estimated as already at least $10,000,000.

"Only two Julys in the past century were drier—1852 when the rainfall was .39 inch, and 1910 when but .23 inch fell. This year the record was just under one inch.

"Great Britain has been similarly parched. Not only has agriculture been damaged severely, but the water supplies of many towns and villages have failed, some for the first time. From the other side of the world, in South China, come reports of still severer droughts, with famine threatened and suffering already acute.

"The meteorological factor back of this unusual weather would be obscured, however, if one assumed that droughts are the only extremes that have been exhibited. Only recently central Connecticut experienced what was probably the severest thunder-storm and hail-storm in its history. The streets of Hartford were inches deep, it is reported, in icy marbles as large as hickory nuts. On July 18 occurred the Colorado cloud-burst, which caused the wreck of the Rocky Mountain Limited Four days earlier a similar storm swept seven people to their deaths at Moselle, Missouri.

"Elsewhere in the world the weather's record of violence is even more striking. Early in July, torrential floods swept Eastern India and Cochin-China, with stories of hundreds of elephants floating helplessly to drown. Four hundred human beings were drowned by Persian floods on July 10 and 11. Turkish floods two days later caused more than 500 deaths On July 5 there swept across Central Europe a storm of thunder, wind, and hail, unexcelled in violence or damage since the un-forgotten record hail-storm of July 13, 1778, said to be the most terrific storm of the sort in weather history. In Japan, three-fourths of the average month's rainfall fell within eighteen hours in the violent downpour of May 23, causing millions of yen of damage to railways, and a score or more of fatalities.

"During January and February of last winter, Europe experienced the greatest cold in over two centuries. Trains were snowbound for two weeks in the Balkans. Rome was snow-covered, and ice-crusts formed on Venetian canals. Hungry wolves appeared in villages in Jugoslavia, Hungary, and Spain. 'The Flame of Remembrance in Paris,' intended to be eternal, went out because the gas froze up. The Registrar-General ascribed more than 60,000 extra deaths in England to the weather.

"Droughts, crop failures, and forest fires are reported from Europe, from the West Indies, from Australia, and elsewhere in the Southern Hemisphere. India and South Africa report the severest hail-storms there on record. In Jugoslavia, in the early months of the year, over 100 people were killed by lightning."

Dr. Free runs briefly over accessible accounts of freak weather in the past and notes that most of the extreme records come from more than three-quarters of a century ago. A part of this, he thinks, may be due to less accurate measurement, but that can scarcely be all. He believes that New York weather, changeable as it still is, is now less so than a century ago. He goes on:

"Some students believe that weather records disclose a cycle of about ninety-nine years, this period corresponding to the recurrence of certain astronomic events. It is not inconceivable that there is a cycle of greater and lesser weather variability of about this length. The unusual variability of the weather in 1928 and 1929 may presage this cycle's return.

"In this mechanical age it is legitimate to mix mechanical metaphors, so one may say that all the earth's weather, from blizzard to sunstroke, and from Egypt to the Poles, is dealt out by a gigantic engine—the moving atmosphere. The power is the sunlight, including, of course, the invisible heat-rays.

"A simple example of how this solar power-house acts is one of the small, whirling 'dust devils,' which occasionally arise even on city streets in the summer. Greater examples, the typhoons of the China Sea or the tropical hurricanes of the West Indies, are believed to be created in a fashion much the same. More power is available to feed these giant oceanic whirls, for they are supplied with water evaporated from the ocean. This is what makes a hurricane so devastating, as Florida and Cuba know all too well.

"Less violent kinds of weather are dealt out to the rest of the world in ways springing from the same solar root. It is one of the remarkable discoveries of modern science that the sun is variable. There is now no doubt that the intensity of sunlight varies slightly from day to day and from year to year. In a general way this variation corresponds with the cycle of the sun-spots, solar heat being greater when there are many spots and less when there are few.

"There is, however, still another way in which the sun varies, and this happens to be even more important for the workings of earthly weather. Dr. Edison Pettit of Mount Wilson Observa-tory proved by observations during the last sun-spot maximum that the sun's light not only increases slightly in total intensity but increases substantially in its contained percentage of ultra-violet rays.

"During the summers of 1927 and 1928, scientists predicted that sunburn would be severer and more easily acquired than in usual years. The prediction proved true. The reason was Dr. Pettit's proved excess of the ultra-violet rays, but this excess did something far more important to the earth's gigantic weather engine. It provided it with more steam. What it did was to thicken the blanket which keeps the earth warm.

"Ozone is one of the great heat catchers. Plain air is a poor heat catcher, for the heat leaks out through it like a blanket of sheet metal on a bed.

"Unfortunately, the ozone molecules change back spontaneously

(*Continued on page 35*)

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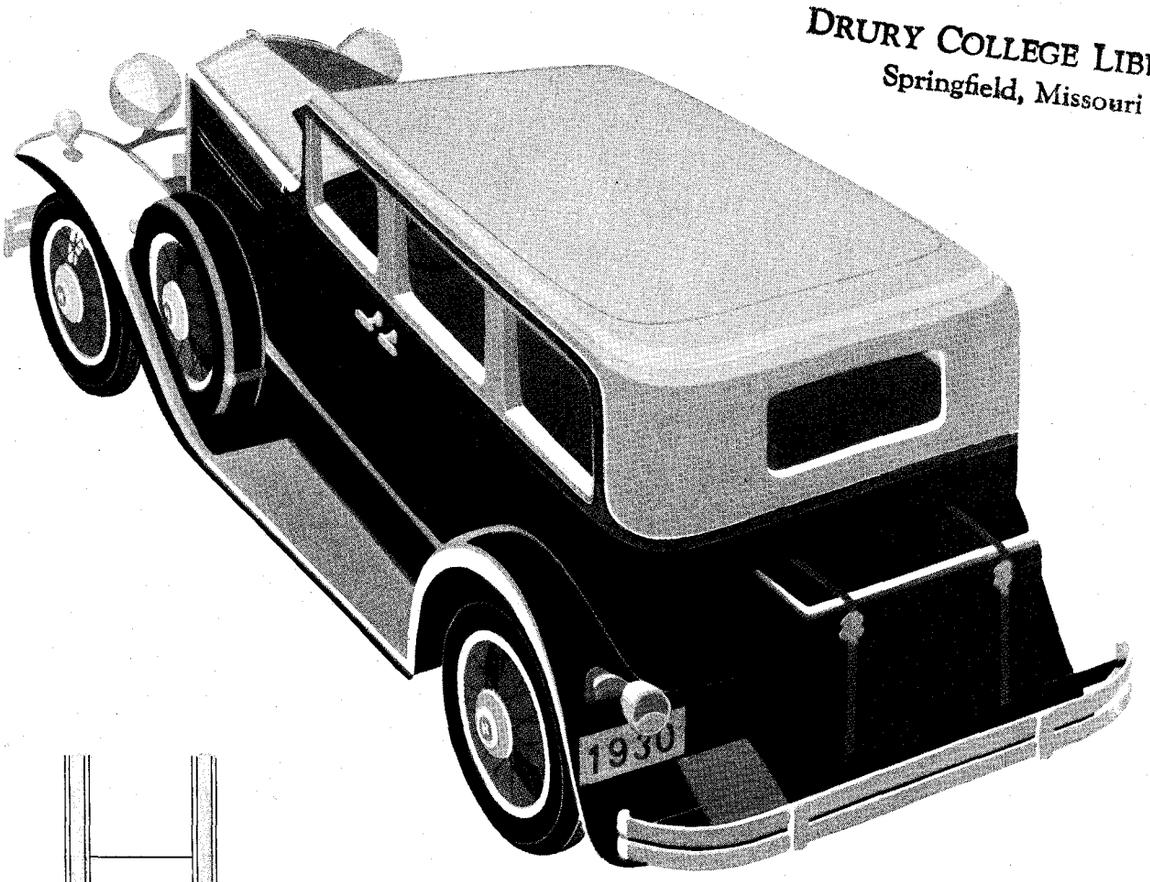
"THE GOAL OF YEARS HAS BEEN ATTAINED"

DRURY COLLEGE LIBRARY
Springfield, Missouri



HUPMOBILE · PRESENTS the · *greatest* · Six · in · its · History

The temptation to build a car for the vast "thousand-dollar" market comes insistently to nearly every motor car maker. It has been coming to Hupmobile for years. But Hupmobile has steadfastly refused, pending the time when it could build, not just another automobile, but a GREATER Hupmobile, irrespective of a lowered price . . . Today, this goal of years has been attained to the fullest, in the superb new 1930 Hupmobile Six. *This car is a Hupmobile, 100%.* Powered by the selfsame motor that made the Hupmobile Century Six the greatest success in Hupmobile history. Built in every detail to Hupmobile precision standards . . . But it is a handsomer, faster, and smarter Hupmobile. Stepped up from 57 to 70 horsepower. Made smoother by the counterweighting of the famous Hupmobile crankshaft, and by rubber-cushioned engine mountings. Made more comfortable by more seat and leg room, and by many engineering refinements, adding speed, safety and ease of driving . . . Now Hupmobile's long renown as "The Car of the American Family" gains new emphasis . . . 25% more power . . . Yet priced at 25% less than its illustrious predecessors!

AT $1060

ALL PRICES F. O. B. FACTORY

5-PASSENGER 4-DOOR SEDAN . . $1060
CONVERTIBLE CABRIOLET $1075
COUPE $995

HIGHLIGHTS OF THE NEW 1930 HUPMOBILE SIX

70 miles per hour . . . 70 horsepower. Acceleration from 5 to 25 miles per hour in 7 seconds; 5 to 50 m. p. h. in 20 seconds . . . The famous Hupmobile Century Six engine improved with counterweighted crankshaft and rubber-cushioned engine mountings; minimum vibration at any speed . . . Improved 4-wheel Hupmobile steeldraulic brakes . . . Long springs of matched tensions, with improved hydraulic shock absorbers, not subject to temperature variations . . . Foot operated dimmer control . . . Non-glare slanting windshield, full ventilating type . . . A big car, 50½ inches across rear seat, 49 inches across front seat . . . Unusually generous head room . . . Further advancement of Hupmobile's introduction of tailored sheet metal concealing chassis attachments . . . Sweeping fenders of the new French type . . . New 6-inch chromium hub caps with concealed hub bolt . . . New front fender parking lights of same design as headlights. Custom equipment—6 wire or disc wheels, two spare side-mounted in fender wells . . . available at slight extra cost.

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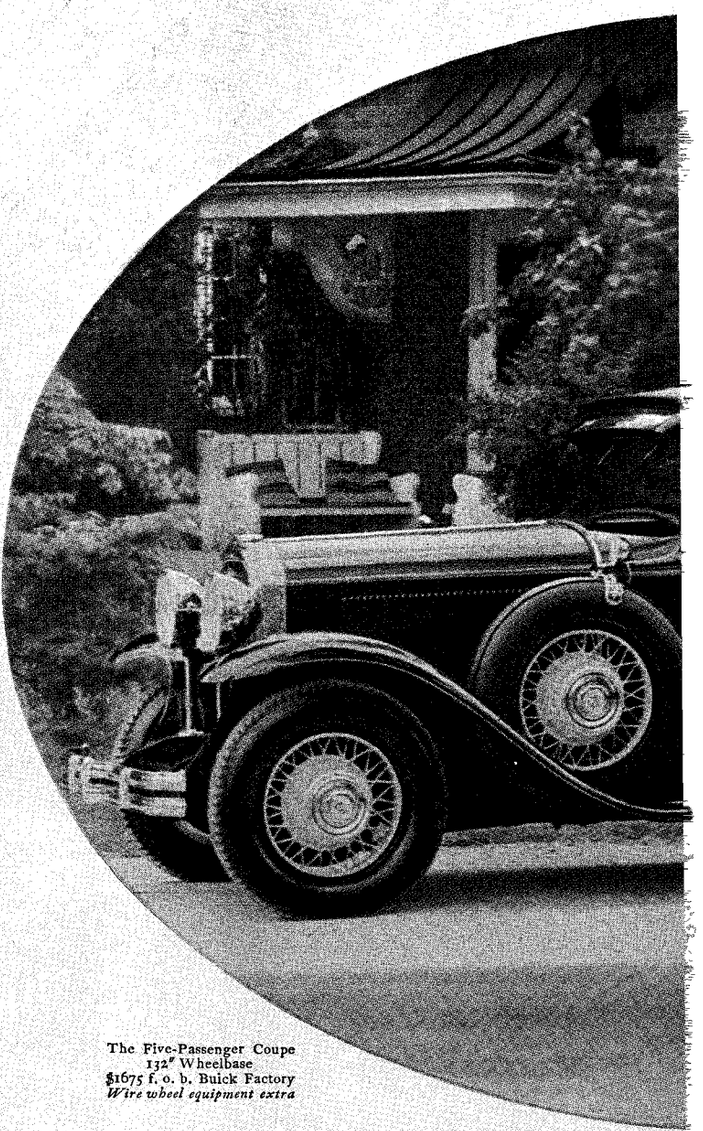
THE NE



The Five-Passenger Coupe
132" Wheelbase
$1675 f. o. b. Buick Factory
Wire wheel equipment extra

The wor
new mea
the *New*

THE most discriminating motorists in America—men and women who buy their motor cars on the basis of quality alone—are joining in an unprecedented countrywide demand for the new Buick. More people have entered orders during the few weeks this new Buick has been on the market than in any similar period in all Buick history. They have purchased from two to five times as many Buicks as any other car priced above $1200. And they are continuing to buy Buicks in unrivaled volume, day after day and week after week.

This can mean only one thing: *In the judgment of these buyers, as in the judgment of the nation as a whole, Buick for 1930 provides an unsurpassed combination of beauty, performance, comfort and safety at a price which stamps it the greatest value ever offered in the fine car field.*

Let us examine this new Buick in detail. Let us review, one by one, the features which are enabling it to win the most enthusiastic demand ever accorded any quality car.

New Fisher Bodies of Classic Beauty and Luxury

The new Buick Bodies by Fisher have no counterpart anywhere in the Buick field, or for that matter among automobiles costing many hundreds of dollars more. From every angle—front, side, rear or three-quarters view—these longer, lower, more luxurious bodies are surpassingly beautiful. Every part is tailored; every detail—even at the rear around the gas tank—exquisitely modeled.

And then, too, these new Buick-Fisher creations are as artistic and admirable inside as out. New and richer upholsteries, new hardware and fitments, new appointments of comfort and convenience endow the roomy, restful interiors with an elegance and good taste reminiscent of the finest effects of skilled interior decorators.

New Peaks of Performance in Buick's 99-Horsepower Valve-in-Head Engine

But even though people everywhere are acclaiming these new Buick bodies the most colorful and captivating motor car bodies of the year, it is still in performance—in sparkling, magnetic behavior on the road—that the new Buick reveals its greatest margin of leadership over other cars. The mighty new Buick Valve-in-Head engine, developing 99 horsepower in the 132" and 124" Buicks and 80½ horsepower in the 118" Buicks, widens Buick leadership almost to the point where there is no possible comparison.

Here are marvelous new pick-up, swiftness, hill-climbing. Here are smoothness and flexibility—an elastic response throughout the entire speed range. Here, without any increase in fuel consumption, are abilities so manifestly

WHEN BETTER AUTOMOBILES ARE

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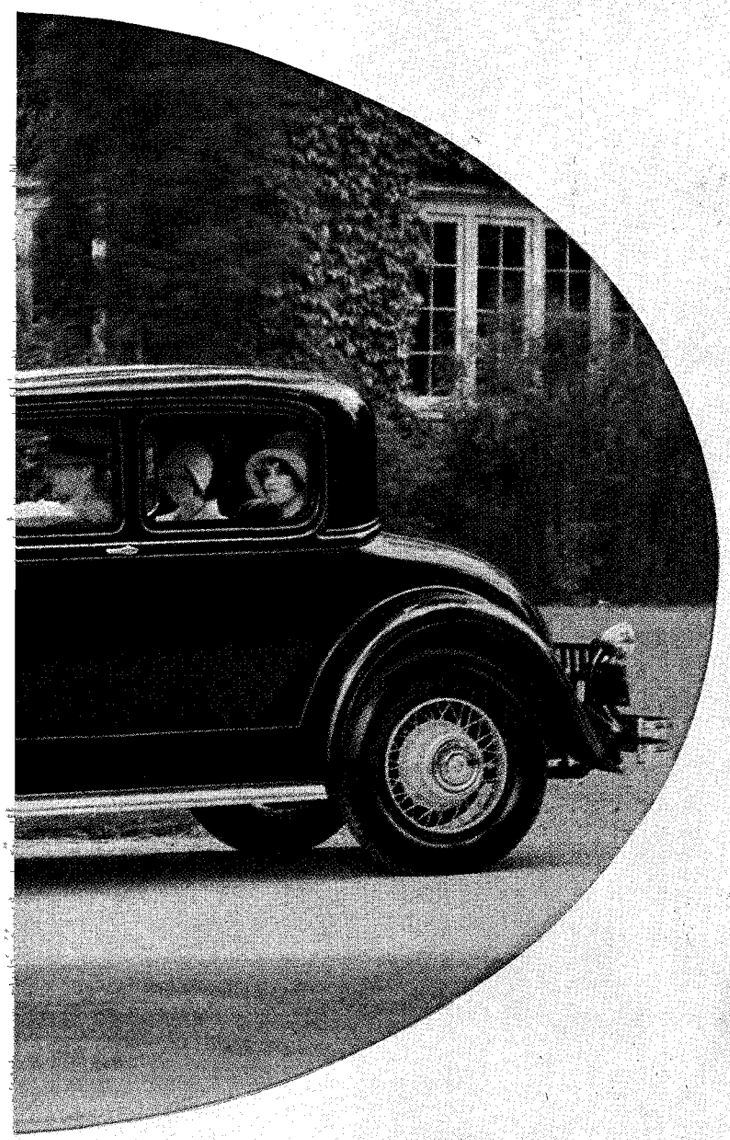
✓ BUICK



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new and superior that you have only to drive on hills, in traffic and on the open road to prove beyond the shadow of a doubt that this new Buick is the absolute pacemaker of performance.

New Features of Comfort and Safety Not Combined In Any Other Car

Moreover, those who drive or ride in this magnificent new Buick have at their disposal facilities of comfort, convenience and safety not combined in any other automobile regardless of price.

The new Fisher Non-Glare Windshield—tilted at an angle of seven degrees—protects driver and passengers from the annoying glare from other cars, thus adding immeasurably to the comfort and safety of night driving.

Buick's new Controlled Servo Enclosed Mechanical Brakes—the most effective braking system ever developed—provide the highest degree of smooth, positive, silent braking under all road and weather conditions.

A new steering gear, of worm and roller type, imparts matchless steering ease throughout the entire turning range; and the new Buick Road Shock Eliminator prevents the transmission of the slightest shock to the steering wheel and the driver's hands.

Completing this remarkable roll of comfort factors, and adding still further to Buick luxury, are new, longer rear springs and new Lovejoy Duodraulic Shock Absorbers. The new rear springs and the double-acting shock absorbers, checking both bound and re-bound, provide the highest measure of motoring comfort ever attained.

New Low Prices That Spell Almost Irresistible Value

With all these amazing advancements, this new Buick—built in three new series, with three new wheelbases—is offered at new low prices. This is a feat of value-giving that only Buick with its tremendous volume production could possibly achieve.

See—drive—and compare this greatest of Buicks with any other automobile. Then you'll know why Buick is breaking all fine car sales records month after month . . . why more people are buying Buicks today than ever before in Buick's twenty-six year history . . . why motor car buyers everywhere are agreeing: *The word* value *bears a new meaning now that the new Buick is here.*

118″ Wheelbase Models . . . $1225.00 to $1295.00
124″ Wheelbase Models . . . $1465.00 to $1495.00
132″ Wheelbase Models . . . $1525.00 to $1995.00

These prices f. o. b. Flint, Mich. Special equipment extra.

BUICK MOTOR COMPANY, FLINT, MICH.
Division of General Motors
Canadian Factories *Corporation* Builders of
McLaughlin-Buick, Oshawa, Ont. Buick and Marquette Motor Cars

T . . . BUICK WILL BUILD THEM

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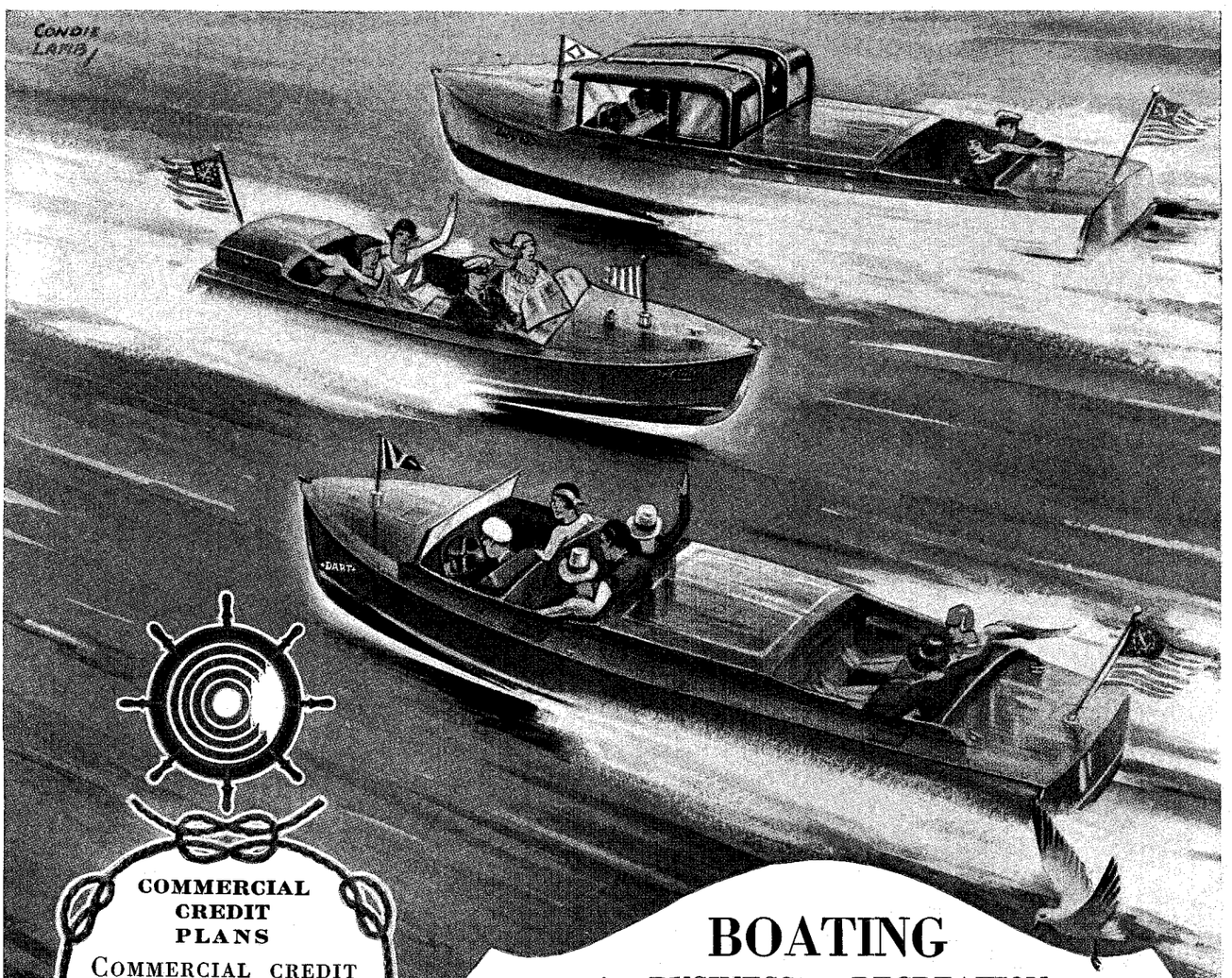
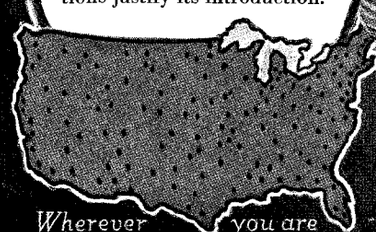


COMMERCIAL CREDIT PLANS

COMMERCIAL CREDIT deferred payment plans cover every sound field of instalment marketing. Automobiles, boats, machinery of all kinds, equipment in general, refrigerating units, heating plants, electrical appliances, store and office fixtures—more than a score of such broad classifications, including hundreds of individual products, fall within their scope.

¶ Through the purchase of receivables — open accounts, notes, acceptances—Commercial Credit Companies provide manufacturers and jobbers alike, with ample working funds at all times.

¶ Commercial Credit Companies have 176 full operating branch offices and 271 credit offices—447 offices in all—located in the principal cities in the United States where service is available. Commercial Credit service reaches out to Canada, Europe, Asia, Africa, Australia and South America and is being extended to all world-markets where conditions justify its introduction.



BOATING

for BUSINESS *or* RECREATION

WHETHER your transportation needs be strict utility or health-giving recreation the modern way is the waterway.

A Baby Gar, Dee Wite, or Dart, respective products of Gar Wood, Inc., Dwight Lumber Company, and Dart Boats, Inc., should serve you well.

These fine boats, among others, may be purchased on Commercial Credit plans — a small down payment, the balance monthly, just as you would purchase a new automobile.

Through hundreds of boat dealers everywhere, or at any Commercial Credit office, full details of Commercial Credit plans for boats will be given you.

COMMERCIAL CREDIT COMPANIES

COMMERCIAL BANKERS

Cash Capital and Surplus $57,000,000

Commercial Credit Co. - Baltimore
Commercial Credit Corp. - New York
Commercial Credit Trust - Chicago
Commercial Credit Co., Inc. - New Orleans
Commercial Credit Co. - - - San Francisco
Kemsley, Millbourn & Co., Ltd. - New York
Midwest Commercial Credit Company, Detroit, Des Moines, Milwaukee, Sioux Falls

National Headquarters - Baltimore

Wherever you are · Whatever you make, sell, or buy · Investigate Commercial Credit Service

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(Continued from page 30)

into ordinary oxygen. To keep the earth warm, new ozone continually must be created. This is a duty of the ultra-violet rays from the sun. Presumably their excesses created more than the usual amounts of ozone in the upper air."

THE VOICE OF AN ATOM

THE SMALLEST VOICE IN THE WORLD, that of the atom, was heard by radio listeners on the night of August 10 last, broadcast by the Research Laboratory of the General Electric Company. Atoms are as small in comparison with baseballs, as baseballs are in comparison with the earth. The atoms which spoke, and which could be heard as a series of loud clicks by the radio listeners, were those of uranium and one of the radium compounds, two rare radio-active substances that constantly throw out electrons and so-called alpha particles or helium ions into space. Says Guy Bartlett, in a news bulletin sent out by the Laboratory:

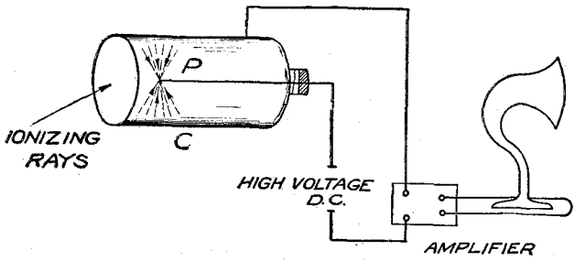
"The voice of the exploding atom was made audible by means of a so-called 'Geiger apparatus.' The particles emitted by the radioactive substances enter an air-chamber through a thin aluminum 'window' before which the substance is held. They make electrically conducting the air within the chamber; and the current thereby produced is amplified sufficiently so that the effect of the atomic explosion is heard as a sharp click in a radio-speaker. The speaker of the apparatus was placed in front of the broadcasting microphone for the demonstration.

"Unless the uranium is held very close to the window, the number of 'clicks' suggests that the decay of the radioactive substance is rather slow, but such is far from the case. A single gram of uranium, for instance, emits 5,000 particles each second, but a very small fraction of the particles enter the window. Further, a good deal of the radiation is absorbed in the metal itself. In spite of the fact that 5,000 atoms per gram break down each second, a piece of uranium will be but half gone in five billion years."

The radio experiment was conducted by L. A. Hawkins, Engineer of the Research Laboratory. In his talk to the radio audience, Mr. Hawkins described the experiment as follows:

"Not all atoms can make themselves heard. It is only the atoms of the so-called radioactive elements that can produce the effect to which we shall listen. The discovery of these elements opened up a vast new field to physical science, a field which our laboratory has actively aided in developing.

"In the radioactive elements, like radium, uranium, and thorium, the atoms are not inert, but, just as occasionally on our earth some volcano bursts into eruption, so occasionally an atom



THE ATOM'S LOUD-SPEAKER

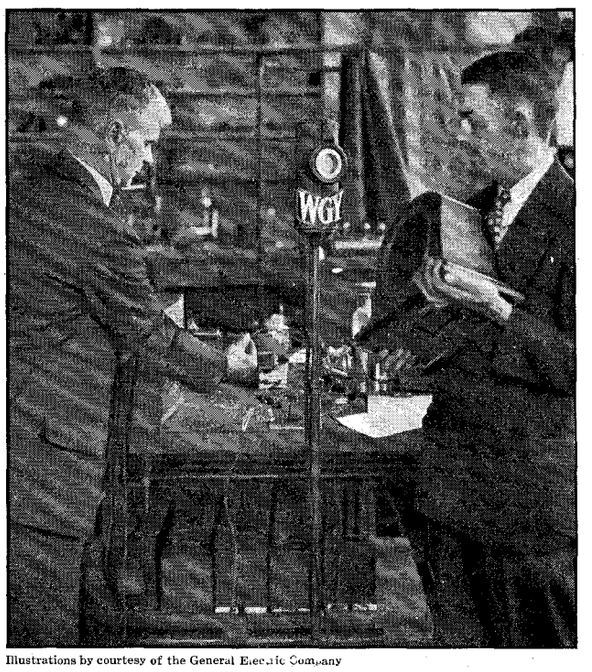
Latest "all-talkie" of the tiny realm.

explodes, and men can as yet no more control that explosion or its frequency than he can control Vesuvius or Etna. But modern science can amplify the results of those explosions, so that they can be heard and counted.

"When atoms explode they throw off, among other things, electrons, or particles of electricity. The discovery of this fact started the new physics, which has taught us that electricity and matter are fundamentally the same. Electrons are also thrown off by a hot metal, but those electrons may be controlled, and on learning to control them in a vacuum-tube we were able to produce radio-broadcasting.

"I have here a device known as the Geiger counter, which is an ordinary-looking wooden box about the size of your radio set, with a metal tube projecting from one end. When a bit of radio-active metal is held near the end of the tube, the radiations from the exploding atoms are caught, and their effects amplified to make them audible. I have here a piece of uranium, about the size of a five-cent piece. Uranium is a relatively sluggish element. Its atoms explode so infrequently that only half of this piece will have been used up five billion years from now. But there are so many atoms in this piece of metal that as I hold it near the end of the tube you will hear a fairly rapid succession of ticks, each tick representing the disintegration of an atom. These ticks would continue substantially undiminished for five billion years.

"Next I shall take a tiny piece of radium compound, a piece



Illustrations by courtesy of the General Electric Company

MR. HAWKINS (AT LEFT), AND THE "GEIGER APPARATUS"

Which gives the atom a chance to have its say.

about the size of a pencil-point. This is much more radioactive than uranium, as you can tell from the rapidity of succession of the clicks. But even this experiment could be continued for 1,800 years!"

ULTRA-VIOLET RAYS TELL STATUE'S AGE—The uncanny skill with which X-rays have sorted out paintings of old masters from upstart modern copies may now be duplicated by ultra-violet rays working in the field of sculpture, we are told in Science Service's *Daily Science News Bulletin* (Washington). In tests made by the Metropolitan Museum of Art, pieces of old Carrara marble were compared with freshly cut Carrara under the ultra-violet light. A decided difference in color was noted. The writer goes on:

"Pieces of marble statues, some antique, some known to be modern or fraudulent, were then put to the ultra-violet test, and in every case the rays gave the same verdict that experts had reached by careful observation. One Roman portrait head of a young girl was immediately condemned by the lights. On checking the record of this statue it was found to be a modern work by Dossena, whose success in imitating antique sculpture has caused much excitement in art circles. The surface of the head had been altered by baking the marble and then pitting it with a ragged stone, but the powerful light could not be fooled by recently cut marble. Further, the test showed that the three portions of the broken statue are all of the same age, which settles the argument that part of the figure might have been old and the rest supplied by a modern workman. When the rays were turned on some fifteenth-century marbles, they detected breaks in the stone that had been long ago patched and painted so skilfully that experts had never noted the repairs. Great usefulness for the ultra-violet light in this new field is predicted, but the museum experts warn that there will still be need for careful judgment and experience in interpreting the facts that the light may reveal."

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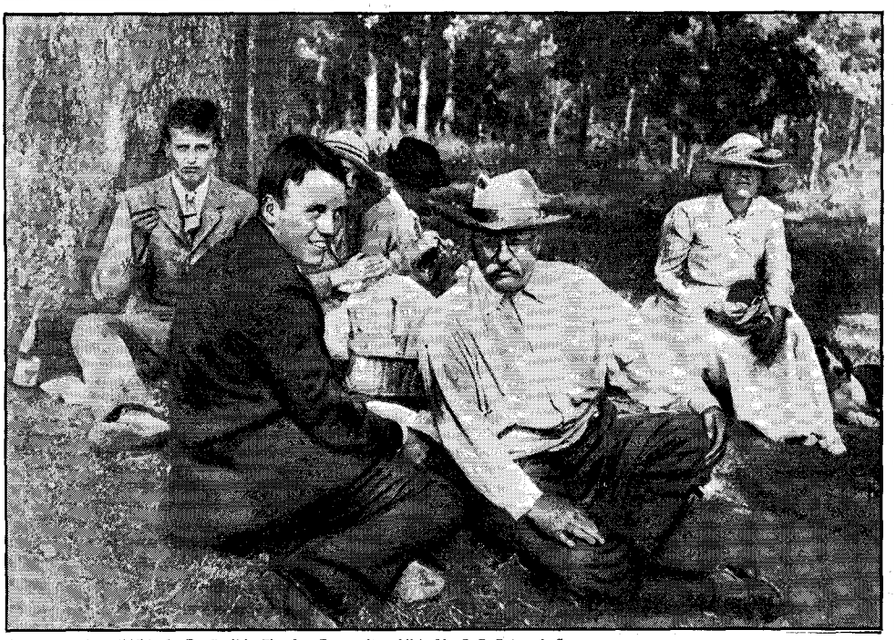
PERSONAL ▾ GLIMPSES

HOW T. R. STACKED UP AS A FATHER

IN HUSHED TONES the two conspirators discust the emergency. Something had to be done—and done quickly—in this important pass. The conference bore fruit. The man and boy, father and son, hit upon a plan. With a gesture of decision the older man took the gun and slipt a cartridge into the chamber. Then, exacting a promise of secrecy, he took aim and fired.

The situation had arisen thus—and it is pleasant to learn that all this whispering and gun-play boded no ill to life or limb.



Illustrations from "All in the Family," by Theodore Roosevelt, published by G. P. Putnam's Sons

"LET'S HAVE A PICNIC" WAS A REGULAR TRIBAL SLOGAN

And the Roosevelt picnics were hearty and eventful occasions, thanks to T. R.'s nature lore and physical vigor. Here the former President is flanked by Quentin and Mrs. Roosevelt. In the background are Archie, Ethel (Mrs. Richard Derby), and Kermit's wife.

The father had brought home a rifle as a present for his son; but the boy, off on his own affairs during the afternoon, had not appeared to receive it until his father was dressing for dinner. Thus the son, many years later, describes what happened. The rifle, he writes, "was standing in a corner. Of course I fell on it with delight. He was as much excited as I was. I wanted to see it fired, to make sure it was a real rifle. That presented a difficulty. It would be too dark to shoot after supper, and father was not drest to go out at the moment." Then the conspiracy already described, and the father fired into the ceiling. There were, we are glad to say, no unpleasant consequences. The report "was slight, the smoke hardly noticeable, and the hole made in the ceiling so small that our sin was not detected."

The father was the late President Theodore Roosevelt, and the boy, his eldest son, Theodore, Jr., who has just returned from a long hunting expedition in Asia to assume his duties as Governor-General of Porto Rico. The present Colonel Roosevelt describes the incident in "All in the Family" (Putnam), a volume of reminiscences of the life of the Roosevelts. Later, the elder Colonel gave his son lessons in the use of the gun, lessons which must have been good, judging from the latter's hunting exploits of late. But there were other sides of the family life, we shall see.

All of the Roosevelt children had the healthiest of appetites. Indeed, we find Colonel Roosevelt exclaiming over the ability of youngsters to stow away food. He himself was no mean trencherman as a child, we learn from his account:

A generation ago my cousin's family used to have breakfast at seven. My family had breakfast at eight. Both families had old-fashioned American meals—cereals, waffles, corn-beef hash, beefsteak, potatoes. We boys were accustomed during the summer to breakfast regularly at both houses. The half-hour in between and the half-a-mile walk was all that we needed to whet our appetites again.

The pantry at Sagamore, of course, had to be kept locked, or we would have gorged there continually. Archie, then aged six, was asked by his nurse, who had been calling him repeatedly without getting a response, where he was and what he had been doing. He replied, "In the pantry, watching Sissy-Wissy (Alice) eating!"

Once Kermit and I forced our way into this *sanctum sanctorum*, and purloined a pound tin of guava jelly. We took it to a favorite retreat behind the ice-house, and there proceeded to eat it all. I can not remember that we were ever found out, or that we suffered any ill effects—not even a "cherry pain," as we used to call that most common of childhood ills.

A friend of the family once found my brother Quentin in Snowder's, the corner drug-store. He was grasping a nickel firmly in a grimy hand and looking longingly at the soda-fountain. It so happened that she had been lunching at Sagamore a few days before, and had noticed that Quentin was being kept on a diet. Divining his thoughts, she said, "Quentin, I would not take a soda. It will make you sick."

"How sick?" said Quentin, turning his eyes solemnly toward her.

"Perhaps sick enough to be sent to bed."

For the space of a minute Quentin revolved this in his mind, then deliberately he walked forward, placed his nickel on the counter, and said, "Chocolate sundae, please."

He had weighed the consequences and decided the pleasure outbalanced them.

Outdoor recreations played a large part in President Roosevelt's rearing of his family. Picnics were important occasions. One of them, his reminiscent namesake vows he will never forget. Continuing:

It was at Lloyd's Neck. The day was swelteringly hot. The sun shone with relentless fury on the water. The pebbles on the beach were warm on our bare feet as we paddled to and fro. There was not a breath of air. After we had consumed great quantities of baked clams and cinders, sandwiches and sand, and washed them down with copious drafts of warm ginger-ale, we cast around for something to do.

We turned to father. He was equal to the occasion, and proposed a walk. Off we trooped together, big and little, boys and girls. We wandered along the beach, picking up the delightful oddments that the tide line always affords—dead horseshoe-crabs, winkle shells, bits of spars. The day seemed to grow hotter. We wanted to go bathing, but there was a "lion in the

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DRURY COLLEGE LIBRARY
Springfield, Missouri

You are Paying for a Packard *Why not Own One?*

SIXTY-EIGHT per cent of those who buy the Packard Standard Eight give up other makes of cars—thousands in the ten to fifteen hundred dollar class. These new owners quickly learn—

That it costs no more to operate and maintain a Packard than their old cars —*cars costing even a thousand dollars less.*

And that it costs no more to own a Packard because Packard owners keep their cars nearly twice as long and drive them nearly twice as far as the lower-priced cars they trade in.

Those who buy on the payment plan find—

That they keep their cars several times as long as it takes to pay for them—a relief to those who have made monthly payments every other year on other cars.

And that on the average, the value of their used car equals or exceeds the down payment on the new cars—leaving each small monthly payment the largest cash outlay in the having of a Packard.

Country-wide records indicate that ninety-six out of every hundred who buy Packard cars never leave the Packard family but continue to buy Packard cars—proof that "Ask The Man Who Owns One" means just what it says.

The chances are that you are paying as much or more for your present motoring as it would cost you to own a Packard. The Packard dealer in your community can quickly show you, with pencil and paper.

Why not let him examine your used car and tell you how easily you may have a luxurious new Packard Eight? You will be under no obligation in giving him an opportunity to serve you.

PACKARD MOTOR CAR COMPANY
DETROIT · · · MICHIGAN

A S K T H E M A N W H O O W N S O N E

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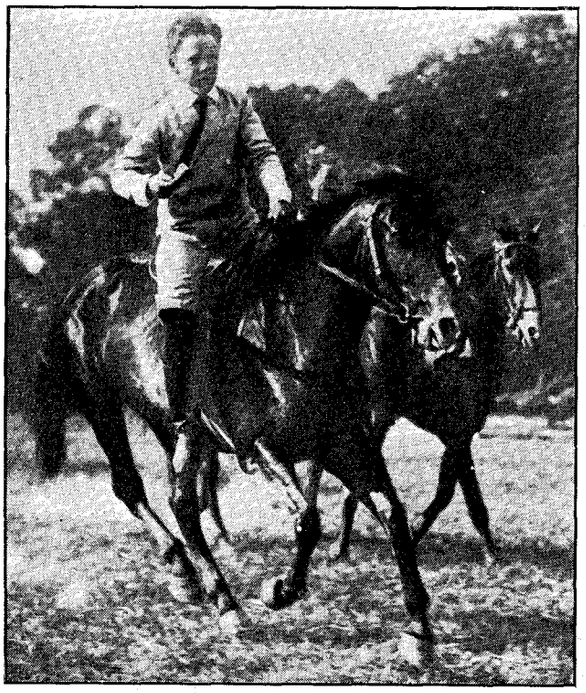
way." There were both boys and girls, and no one had a bathing-suit.

But the redoubtable T. R. was equal to the occasion. He "slew the lion" with the pronouncement that all could bathe in their clothes. So:

In less time than it takes to tell, we were splashing in the water



LIVING UP TO THE FAME OF A ROUGH-RIDING PAPA

Quentin Roosevelt, destined to meet a glorious end as an ace in the World War, was no slouch on the back of a pony, as may be judged from an anecdote related in the text.

like a school of bony-fish. My sister Alice was wearing a long white piqué skirt. In the pocket she was carrying a small red-backed volume of Shakespeare. In the excitement of the moment she forgot to leave it on the beach. As a result, the whole right side of her skirt was stained a strawberry red.

Finally, thoroughly happy and refreshed, we splashed to the beach again, shook ourselves like dogs, and started back. We drew near the tree under which the mothers were gathered. At first they paid no attention to us—then as they saw our condition, they sat up abruptly. We were not popular, especially father.

I was in the boat with father, mother, and Kermit, as we rowed back. The atmosphere was chilly in spite of the day. Mother ostentatiously borrowed an elder cousin's coat and wrapt Kermit in it, announcing to no one in particular and everyone in general, that she hoped "he would not have a bad attack of croup that night." Father rowed very hard, kept very quiet, and tried to pretend he was not there.

When we reached Sagamore, mother went into the house, saying, "Come with me, children. You must each of you have some Jamaica ginger, to keep off the colds."

Now Jamaica ginger was a particularly noisome medicine. It came from a bottle that was kept in the family medicine-chest in mother's room. We all hated it.

As the swing-door closed behind her, we gathered in a little knot about father. "Father, won't you ask her not to give us ginger?" He looked at us quizzically. "Children," he said, "I don't dare interfere. I shall be very fortunate if she does not give me ginger, too."

But the young Colonel's recollections are not the only ones current of the youth of the President's sons. In *Good Housekeeping*, Earle Looker has written a series of articles entitled "The White House Gang," dealing with the years of Roosevelt's Presidency, particularly with the adventures of Quentin Roosevelt, who was killed during the war. The author and "Q" were members of the same "Gang." This incident well illustrates the exciting life led by the President's sons, and the love which they and their friends had for their father:

One fall afternoon the Gang was to meet T. R., to take a walk with him. The trees of Rock Creek Park had turned scarlet and brown, and there was an exhilarating crispness to the air. Even the work-horses we passed on Sixteenth Street stept along with an added spring and verve.

Q, detained at school because of hilarious deportment, was frantically writing some foolish sentence twenty-five times on the blackboard, while the Gang, in a bunch, went on ahead toward the White House. Quentin was to follow, mounted.

We trudged along rather glumly, for we had counted on taking turns riding the pony ourselves, a Gang privilege of which Q was ever generous. Finally, at the end of Sixteenth Street, we entered Lafayette Square. Looking behind us, we saw a black speck away up Sixteenth Street that looked as if it might be Quentin, and another larger blot which possibly was Allan.

But we kept on going, discussing how best to announce Q's tardiness to T. R. Just as we passed around the statue of Andrew Jackson, teetering on his hobby-horse, police whistles began to shrill from both ends of the park.

Q had galloped down Sixteenth Street, but instead of turning right along H, and left again at Jackson Place, to go around the park, he was riding directly across the beautiful turf and paths! When we first saw him, he was jumping Algonquin over the corner of a small, carefully raked flower-bed. The pony landed on all fours and slid, tearing up the sod in long, deep gashes.

"Beat it! Beat it!" Q shouted to us. "Don't keep father waiting! He hates nothing worse!"

The two park policemen were shouting also, and running to catch Quentin and the devastating pony. Q jerked out his dollar watch, waved it at them, and yelled something about not having time to do anything else—which was incomprehensible as an explanation. But the officers kept on, fired with the obvious intent of capturing him, alive if possible; so Q pivoted Algonquin neatly, dodged about a magnolia-tree, avoided the clutch of the law, bolted across the sidewalk out of the park, clattered in front of a street-car frantically clanging for him to get out of the way, galloped furiously through the White House carriage entrance, and up the roadway to the *porte-cochère*, abandoning Algonquin in a cloud of dust.

The motorman abruptly wound up his brake, when he saw

A FAMOUS PRESIDENT'S HOSTAGES TO FORTUNE

The group is dominated by vivacious Alice Roosevelt (now Mrs. Nicholas Longworth). Seated on the floor at the reader's left is the present Col. Theodore Roosevelt. Standing behind him is Ethel. The other three are, from left to right, Quentin, Kermit, and Archie.

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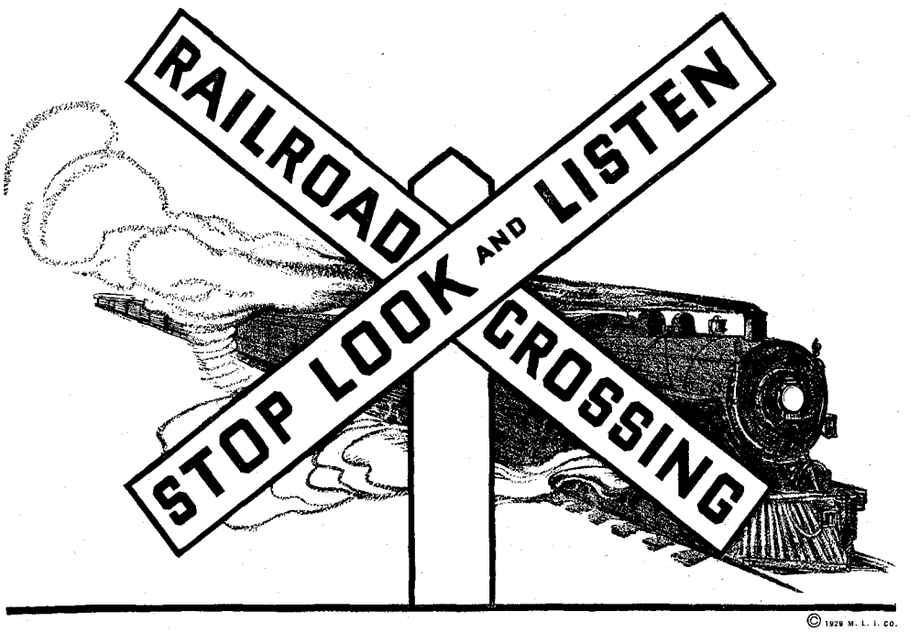

THE warning signs, "Stop, Look and Listen," have become merely a part of the roadside landscape to many an automobile driver. Heedlessly he passes ten, twenty—perhaps fifty of them—safely. At the fifty-first comes the crash.

Last year 8,383 persons were killed outright or injured in automobile accidents at grade crossings in the United States. There are about 235,000 grade crossings in the country; more than 93% of them are unprotected.

With millions of new automobiles on the roads each year, accidents at grade crossings are increasing at an alarming rate, for the reason that most of the States have no organized program for protecting motor traffic which must cross railroad tracks.

New York, under wise leadership, has shown how to solve the problem. Before the Empire State adopted her present plan, but 10 crossings a year, on an average, were done away with. This year, the first in which the railroads, the State and communities have cooperated—the railroads paying 50% of the cost, the State 49% and communities 1%—85 death-traps are marked for immediate removal. Next year New York hopes to eliminate 150 more of its worst danger spots.

Other States are becoming aroused to this terrible and needless destruction of life and property and are taking steps to prevent it. Canada, too, is taking action.

It will require many years to complete the work. It is estimated that it will ultimately cost twelve billions of dollars. But what railroads and States and communities ought to do is to begin at once with those grade crossings which should be abolished first.

Grade crossings are dangerous not only to automobilists and pedestrians, but to people who are traveling on trains. The first section of a limited train struck an automobile and killed two persons. The train stopped and the second section plunged into it, killing thirty-two passengers in the first section.

Wherever the law provides facilities for eliminating grade crossings, citizens should see that public officials perform their duty and abolish these death traps. Wherever the laws must be amended, people should meet the issue squarely and urge prompt action by legislative bodies.

There is danger at every grade crossing. Get rid of them. Copy of New York's program mailed free on request. Address, Department 109-L.

METROPOLITAN LIFE INSURANCE COMPANY

FREDERICK H. ECKER, PRESIDENT — ONE MADISON AVE., NEW YORK, N. Y.

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Intelligent people, recognizing the remarkable cleansing powers of Listerine Tooth Paste at 25c, buy it instead of dentifrices in the 50c class. The average saving is $3 a year. Spend it as you please. Golf balls are merely a suggestion.

See teeth whiten! *Feel* your mouth grow healthier!

EVEN those whose teeth are hard to whiten comment on how swiftly, yet how gently, Listerine Tooth Paste performs this task. Such action is due to a new type of polishing agent.

And regular users assert that this dentifrice definitely improves mouth hygiene. The gums grow firmer. The entire mouth seems fresher, exhilarated, and healthy.

Buy a tube of Listerine Tooth Paste and give it a thorough short trial. Compare it with any paste at any price—and judge by results alone. After such tests, more than a million people have switched to Listerine Tooth Paste. We can think of no greater tribute to the product.

Incidentally, Listerine Tooth Paste saves you about $3 per year, over dentifrices in the 50c class. Lambert Pharmacal Company.

LISTERINE TOOTH PASTE

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the Gang streaming out of the park after Quentin, and being closely pursued by the two policemen trying to head us off. The park custodians were amazed and shocked when we also made for the White House entrance and were welcomed by the regular police-guard. One of them left his post to explain to the park policemen. As I looked back, I saw the street-car just starting again, its passengers sitting amazed by the sudden infantry charge bursting out of the park, led by its mounted commander and its notable objective.

To our great relief T. R.'s flashing grin, which followed the explanations we had to make, together with his after-chuckles, showed us he was not seriously concerned about the school deportment.

Mr. Looker has another amusing tale to tell of Quentin's adventures with his gang in Washington. One day in winter they broke a window of a carriage occupied by an old lady of touchy temper. "What's your name, and where do you live?" she demanded of Quentin. "You shall be made to pay for this outrage! Come, answer me!" Q drew himself up, controlling himself admirably, and answered thus:

"I'm Quentin Roos-e-velt," he said distinctly. "I live in the White House, and I'll pay for your darned old window out of my allowance."

"Why, you horrid little liar!" cried the old lady, shaking her long jet ear-rings. "I have half a mind to have you arrested for that! Why! This is too much to stand! That's outrageous! Imagine a young rag-tag-and-bob-tail pretending such a thing!"

"These clothes I'm wearing are only my second-best," Q explained, as he imagined, with finality.

Dick Chew was only partly successful in stifling a guffaw, and the outraged dowager turned upon him.

"And you, young man," she said with biting sarcasm, "whom do *you* represent yourself to be?"

Dick instantly was serious. "I am the son of Christopher Columbus," he answered with an important air.

Q gave Dick a quick, reproachful look, and at the same instant we saw a policeman rapidly crossing Dupont Circle in our direction The Gang, as with one mind, instantly divined the old lady's sinister purpose—that of holding us in conversation until the policeman could get his hands on Q.

The Gang clutched Q and started to drag him away, arguing loudly the advantages of instant flight.

"She's an old—old—wallaby!" Q said. "Still, I ought not to go. I should stay and explain to the cop that it was an accident. But she deserves to have her old glass whacked, anyway!"

By this time we had succeeded in herding Q some twenty feet along the line of escape. Meanwhile the policeman had heard enough from the angry occupant of the carriage to cause him to call to us,

"Hey, come back here!"

He took a step toward us, and the Gang broke and ran.

"Come back here, if you know what's good for you!" the policeman shouted harshly.

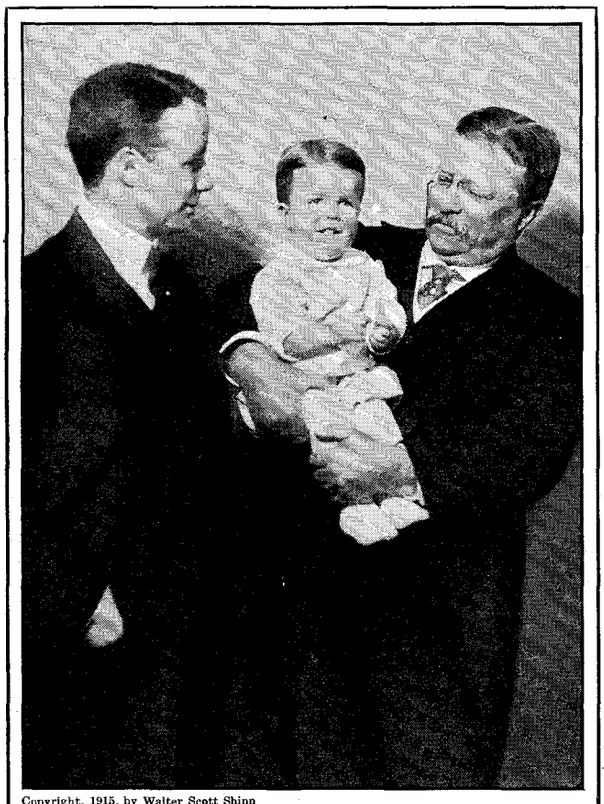
"Just for that," Q cried, white and trembling, "I *won't!*" Bounding after us, he yelled: "Beat it! Run!"

Down Connecticut Avenue we ran, the policeman pounding along after us, and across the slippery car-tracks to the opposite sidewalk. We were sprinting with all our strength, but the policeman was gaining.

"Turn in the gate!" Q cried between gasps. "Turn in the gate at the end of the block! The gate! The *gate!*"

There was only one gate, that of the little front garden of the British Embassy, and we swung around into it as tho we were pioneers pursued by savages to the shelter of a stockade.

"*Sanctuary!*" Q cried with exultation and sobbing breath.



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THE THREE THEODORES OF SAGAMORE HILL

Grandfatherly pride beams from the rugged face of the great T. R., and the littlest of the name looks like a chip of the old block.

There was no time to ask him to explain the word. It was a Quentinism, one supposed; besides, the policeman was now upon us.

"Don't you dare come in here!" Q cried in an altogether new tone of authority. " This is British territory!"

To the boys' amazement, the policeman "halted abruptly outside the row of iron pikes with the cast halberd fringes." Reading on:

"What do you know about that?" he asked, doffing his helmet and wiping his forehead with the back of his hand. "Don't get fresh, now! Come on out o' there. You've just broke a carriage window, an' I'm going to——"

"You're going to do nothing," Q said decisively. "And we're not coming out. You can't come in here, and you know you can't. We can, because—well, because we're diplomatic guests here. My father is a great friend of the Ambassador, and he said I could come and see him any time I liked, and bring my friends. You'll have to go to a telephone to ask permission to come in—which you won't get—or write a letter. That would be better, really."

"You're talking nonsense," said the policeman, still making no move to enter the garden.

"Tell that to Major Sylvester," Q suggested. "He's a great friend of mine—personally. Tell him I broke that cab window. I did. I gave the old lady my name, and I'm going to pay for it—but I am not going to be a-r-r-e-s-t-e-d for it. No boy should ever be arrested!"

Just then the main door of the Embassy opened, and a short, energetic man, wearing a cape and carrying a cudgel rather than a stick, emerged and came down the steps. It was his Excellency, James Bryce, O. M., Envoy Extraordinary and Minister Plenipotentiary, jurist, historian, man of letters, Fellow of the Royal Society, recipient of many academic honors, mountain-climber, and Ambassador from the British King to Washington.

"Ambassador Bryce!" the policeman said, and saluted.

"Well—well?" Bryce inquired, his sharp eyes sparkling under the gray thatch of his heavy brows. "What's all this about, eh?"

Meanwhile Q, for no reason apparent to the Gang, had "made himself scarce," disappearing behind their backs. Evidently the Ambassador did not recognize him. We read on—

"One of these boys has just broke a carriage window with a snowball, sir," the policeman said, "and he tells me I can't come into the Embassy grounds to get him."

"Well, he knows his diplomacy," Bryce said, incisively. "The lad is entirely right. You are confronted with a problem. May I ask if there is any extraordinary crime in the fact of a broken window? Isn't it rather an inevitable result of this snowy weather? No; most certainly you can not touch him here. And, of course, you do not want me to lay violent hands upon him to eject him, what? You'll have to wait for him!"

"And you'll wait forever and ever," muttered Q, from behind our backs.

Ambassador Bruce never looked at us; perhaps that was because he imagined he might break into laughter, if he did, over what he realized was an extremely serious matter for us. He simply marched through the gate, wheeled right, and strode down Connecticut Avenue, swinging his cudgel, as if nothing had happened.

The policeman watched him for a moment, then for another moment looked at the gilded crowns on the posts beside the gate. After which he turned slowly on his heel and walked away down N Street.

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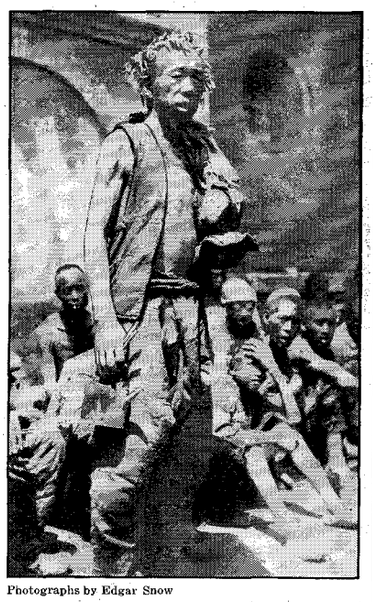
HOW CHINA'S FAMINE VICTIMS CAN SAVE THEMSELVES

THE BAG-OF-BONES CHILD did not call after the traveler for a copper. Scarcely six years old and clad only with dust, the little fellow was kneeling in the street by his prostrated father, begging him to sit up and speak. The traveler knelt by the child and felt the man's pulse. There was no sign of life. Gently pulling the bewildered youngster away, the traveler and his companion took him with them, and saw that at least one empty stomach in famine-struck Saratsi—in Northern China, near Mongolia—was filled that day. This lack of begging in the famine region, where need is desperate, was ironic to the traveler, Edgar Snow, of *The China Weekly Review*, Shanghai. Mr. Snow gives us a picture of the conditions there and the efforts to relieve the people, in the New York *Herald Tribune* Magazine. In contrast, he tells us, it is "impossible to walk a hundred feet along a boulevard in prosperous Shanghai or any other coastal city without being tagged after by at least one outrageously opulent beggar."



Photographs by Edgar Snow

HE MADE HIM A STRAW HAT

One of a mob of famine refugees whose head-covering "replaces the skull-cap he probably traded for a bowl of *kiaoliang*."

Yet in the midst of the famine's darkness there is a ray of hope—the digging of the Sa Tao Chu canal in Suiyuan Province by the China International Famine Relief Commission. The canal, we are told by Mr. Snow, will water a once fertile country, now parched by long-continued drought, restoring it to productivity, and its people to plenty. Also, we are assured, it will make another drought powerless to harm. Surprizingly enough, the digging is being done by famine victims, who look as if they could do nothing.

With Mr. Snow when he visited Saratsi was Mr. Todd of the Relief Commission. They walked through the city streets, Mr. Todd entering notes in a book, Mr. Snow registering his own impressions, such as these:

In few instances does the Chinese village present what might be called a savory appearance. Even the rich cities of the Yangtze are ever depressing experiences for the foreign visitor. But a stroll through one of the famine-shrouded towns of China's far northwest leaves one with a gone feeling below the heart.

During normal times Saratsi's population is about 40,000. Since the famine began, following the drought that has now spread over four years, the figure has jumped to more than 100,000, most of the new arrivals having come during the last three months. The news has gone out that relief has come at last!

Saratsi is well within the famine belt. About 500 miles west of Peking [now Peiping], it formerly was one of the wealthiest trading centers of inner Mongolia. But in 1924 began the long delinquencies of the Rain God. About the same time there occurred the first of the conflicts between the North China war-lords, conflicts which eventually succeeded in so crippling the railway and generally impoverishing upper Shansi and Chihli, that these avenues of relief were closed to the sufferers from the drought.

To-day the demon famine has spread his fingers over virtually a fourth of prodigious China—over practically all of Kansu, Shensi, good portions of Honan and Shansi, and much of Suiyuan and Sinkiang. Latest estimates of the China International Famine Relief Commission state that between 20,000,000 and 25,000,000 are now, or shortly will be, utterly destitute.

In the area around Saratsi the famine has left its ugliest scars. In examining this city I learned that what was before me was typical not only of much of Suiyuan, but also of that vast stretch of desolate land to the southwest, in Kansu, Shensi, and western Shansi and Honan.

I had not been very long in Saratsi before I began to wish, for perhaps the first time in my life, for a great deal more money than I shall ever possess. Here, facing the evidence of what gold well spent could do, I hungered for the opportunity of washing the hopelessness from the feverish eyes of the multitudes that swarmed around me.

The streets of Saratsi were full of depressing sights for the visitor. Some of them he describes:

For many blocks—seated in doorways, on curbstones where there were any, or on top of the wrecks of houses, or merely lying exhausted in the gutters—the streets were bordered with men and women and children in the last reaches of starvation.

I took one picture of a family group that had just arrived in Saratsi that day, having spent a week tramping in across the dusty, semidesert country to the southwest. They had all lived in the same country village, and before the drought theirs had been a happy existence, as happy existences go among Chinese farmers. There were four sons who had each owned land, which more than provided for the needs of his family. Adjoining the farms of his sons was that of the father. Then the rain ceased, the land dried up, and season followed season when their crops were scarcely worth harvesting. Finally came this last year, when the ground hardened like pottery. To keep from starving they ate their seed grain.

Now, father, sons, and grandsons clustered together, screwing up their faces into hard little bunches of wrinkles, as tho they could not quite comprehend that the fate which they so long awaited might yet be averted.

In their hands they held little wooden rice bowls, or tin cans, or battered teapots. They were waiting for the Salvation Army free-soup kitchens to open, and it was difficult to understand how they could sit there so quietly, so patiently, anticipating what would probably be the first bowl of decent food they had tasted for weeks.

Mr. Snow and Mr. Todd rounded a corner, prest through a

Illustrations by courtesy of the New York *Herald Tribune*

WAITING FOR THEIR DAILY BOWL OF SOUP

We are invited to "try to imagine the thoughts behind these faces" when the picture was snapt by the "fairly well-drest foreign devil," who was also, we presume, fairly well nourished.

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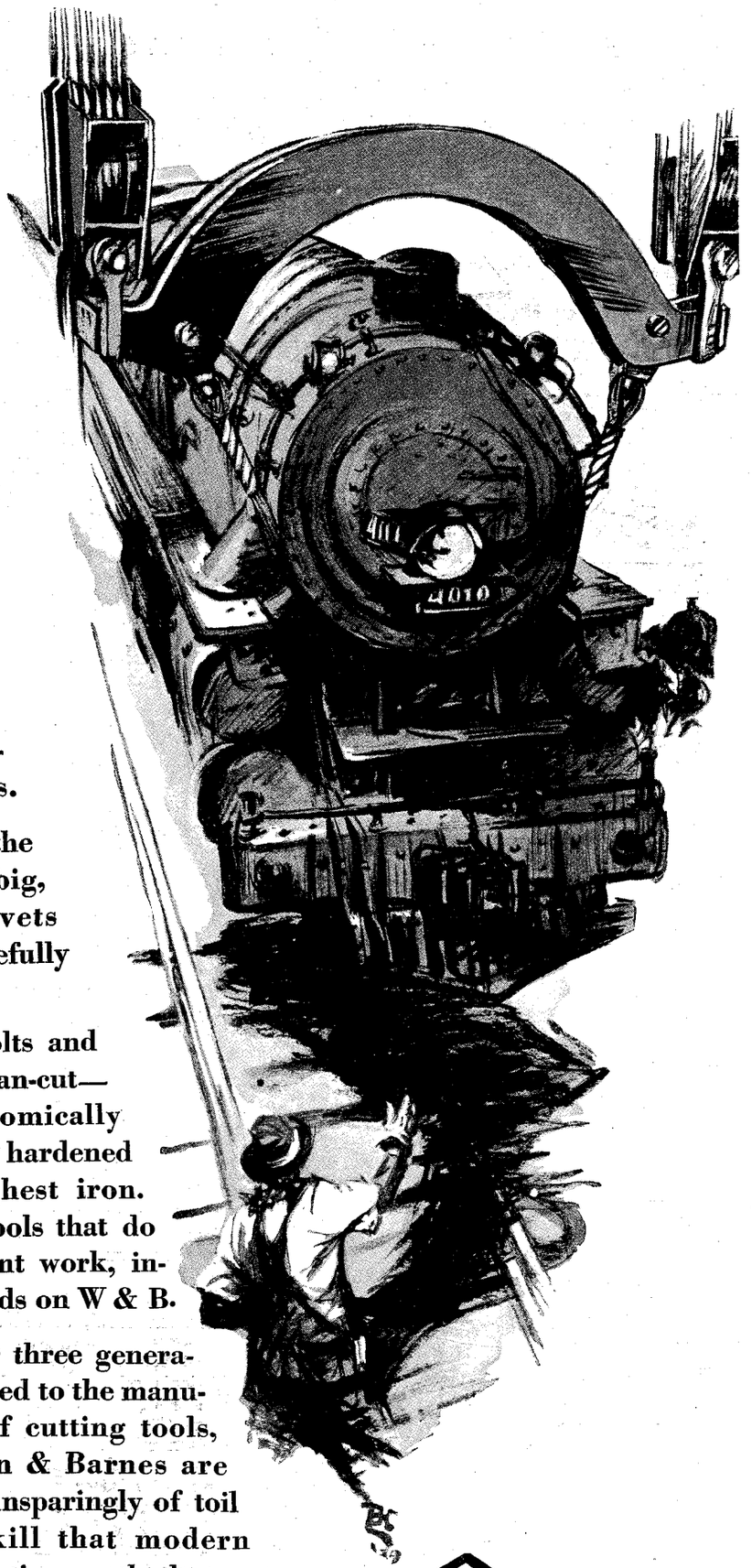
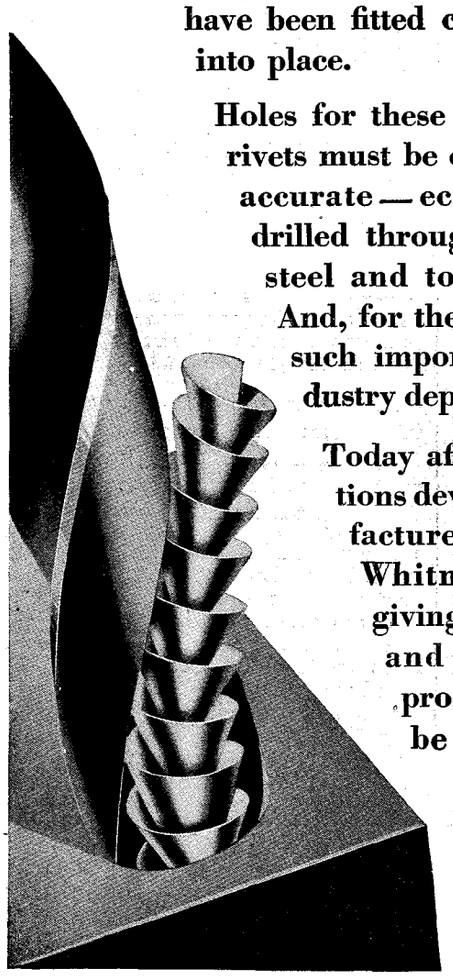
Ready for the Rails



A massive, powerful, 250 ton creation—built with the fineness of a watch . . Tremendously strong . . . Dependable for untold miles.

Before it is ready for the rails, thousands of big, burly bolts and rivets have been fitted carefully into place.



Holes for these bolts and rivets must be clean-cut—accurate—economically drilled through hardened steel and toughest iron. And, for the tools that do such important work, industry depends on W & B.

Today after three generations devoted to the manufacture of cutting tools, Whitman & Barnes are giving unsparingly of toil and skill that modern production methods may be even more efficient.

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EMERGENCIES

YOU KNOW how it is with a family of children. Bumps. Bruises. Scratches. Cuts. Burns. Little emergencies to be sure, but painful all the same.

A jar or tube of "Vaseline" Petroleum Jelly is a necessity; a real protection and first aid remedy.

For "Vaseline" Jelly is a pure natural substance, with special healing properties; mothers have used it for several generations of childish ailments.

Follow these directions:

Minor Cuts—Wash under running water and apply "Vaseline" Jelly.

Burns and Scalds—Cover the affected area with "Vaseline" Jelly, spread on clean linen or gauze. Change dressing daily.

Bumps and Bruises—Apply cold compresses immediately, then dress with "Vaseline" Jelly.

Blisters—Prick the edge of the blister with a sterilized needle, press out the water, and dress with "Vaseline" Jelly.

Sores—Apply "Vaseline" Jelly at frequent intervals and bandage lightly.

Remember when you buy, that the trade-mark Vaseline on the package is your assurance that you are getting the genuine product of Chesebrough Manufacturing Company Cons'd.

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Vaseline

REG. U. S. PAT. OFF.

PETROLEUM JELLY

PERSONAL GLIMPSES
Continued

crumbling moon gate and found themselves in the *Ping Tiao* compound of the commission. Reading on:

In a corner of the main courtyard, fenced in by a high wooden barrier, stood several hundred Chinese, each holding a basket or a sack or a receptable of some kind. A *Ping Tiao*, I learned, is a grain market, but one of an uncommon sort, for here wheat and *kiaoliang* are sold at half the prevailing price.

For some time we watched the transactions taking place here. The line of waiting purchasers never dwindled. Some came in with a teacup and a few coppers, and were sold enough for a few bowls of broth. Others, who obviously had trekked in from the country with the family's hoarded savings entrusted to them, bought a month's supply and happily marched away under a fulsome sack or two.

Next we went to the Salvation Army free-soup kitchens and there saw in mass array our wasted specimens of earlier acquaintance. The narrow *hutung* was solid with damaged humanity. We were obliged to detour and come into the kitchens from the rear. For several minutes before we arrived at the huge open *kangs*, of forty- or fifty-gallon capacity, the odor of steaming millet floated round us. How cruelly appetizingly it drifted on the air! What a torture it must have been to those unfilled stomachs whose owners waited outside, supremely composed!

"How many of these kitchens are operating?" I asked Mr. Todd.

"There is one in connection with each grain dump, and just now we have five large stations where *Ping Tiaos* are running on full schedule. They are distributing some 50,000 *catties* of grain a day, and each *catty* is sufficient to feed five persons for one day.

"You have yet to see the best work we are doing up here," continued Mr. Todd. "Grain distribution is merely a relief for the effect without touching the cause. If we can help these people to help themselves it will be of vastly more far-reaching benefit than all the free-soup kitchens in China. That is what we hope to accomplish with the Sa Tao Chu Canal."

Later Mr. Snow went to visit the scene of operations on the canal, of which he writes:

The commission's scheme, which was really suggested first by the Chinese, is to build a canal from the Yellow River, which flows about fifteen miles from Saratsi to a point forty miles to the southeast, on the Black River. The latter, which is at present, and has been for many months, practically a dry bed, will be used as a channel for another twenty miles, to a second point where the stream will pour its volume back into the Yellow River once more.

The topography in that region being flat, it will be easy to extend laterals for a distance of about five miles on each side of the canal, so that altogether a territory of some 400,000 acres will be brought under cultivation as a result of this project.

"That amount of land," kept up Mr. Todd, "can grow crops sufficient to feed the entire population of Suiyuan, some 5,000,000 people. There need never be any more worry about famine in this region when our little ditch is finished!"

One of the most practical ways of rendering famine aid is through labor relief. This, Mr. Todd explained, was what the canal digging was doing. Approximately 40,000 men will be at work when operations have fully opened.

Then the writer was taken to a courtyard where some of the canal workers were. Reading on:

The Chinese in the courtyard were naked. If I had been startled by the wizened faces and limbs I had observed in Saratsi, how much greater was my astonishment upon seeing these bodies in the ensemble! Verily, they were nothing but the bones of men, over which taut sinews formed thin covering that was little more than transparent! Not one of them appeared as tho he could carry a fifty-pound weight for fifty yards. And yet these men were going to work!

But Mr. Todd reassured me.

"These men are not really as weak as their physical appearance suggests. And no one drives them; they set their own pace. After a week of steady eating, it is amazing how quickly they come back."

An hour later we were watching the digging operations, about ten miles to the north, near Dunke. Mr. Todd was giving me more information.

"The entire canal project will cost about $650,000. Of this amount we have succeeded thus far in appropriating only about $500,000.

"One of the features of this canal is that it will remain the property of the Famine Commission until all the debt on it has been paid back from the revenues. Our contract with the Government states that we are to have charge of the collection of tolls from the time it is completed until the canal has paid for itself. This is an agreement that will enable us to operate at low fees, giving the people a chance to get back on their feet before taxing them for the water. It will assure the upkeep and maintenance, something which the Chinese, if it were placed in their hands, would never bother about. We estimate that it will require about eight years to pay off the debt at the low fees we intend to charge, so that by the time the ditch finally is regressed to the local authorities, the people should be prosperous and well able to meet whatever new demands are made upon them."

In Suiyuan-cheng the writer ventured into the precincts of an ancient Manchu temple, the *Hsung Fu Chi*, once among the most celebrated shrines in the northwest. Continuing the account:

The roof had fallen in. Cerulean tiles lay in broken heaps in the littered courtyard, as tho forming memorial mounds for the gods who had fled from the ruined altars within. The dazzling sun beat down on the archaic stone blocks that paved what was the "Road to Heaven," and stifling dust rolled in heavy layers over the broken walls to thicken the mantle of desuetude that spread over the once royal scene. In one of the subsidiary buildings a temporary soup kitchen had been installed, and outside under the full glare of the desert sun (for the Gobi is just beyond a near-by mountain range!) were several score of Chinese, whose only evidence of being alive was in the fact that they sat instead of lay upon the scorching stone-flagged arena.

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A SNUG HARBOR FOR SAILOR HARA

HE HAS lived through six wars and revolutions. He has lived in a king's castle. He has seen a czar crowned and joked with a queen. But Thomas P. Hara, who has spent forty of his seventy years in the United States Navy and Merchant Marine, has not served long enough for a pension, in the view of the Government. So "Mother" Janet Roper of the Seamen's Institute in New York has provided a home for him. But the story, according to Earl Sparling in the New York *Telegram*, should begin with his letter to "Mother" Roper, in which he said:

"I hope you will excuse me for writing to you—it is this way Madam. I Thomas P. Hara a old ex-Navy merchant sailor seventy years old—for forty years sailing out of the U. S. First experience I joined the U. S. Navy the old wooden Navy in the year 1883—after doing nine in the said Navy was honorably discharged Mare Island, California, 1892."

Having also served on transport ships during the Spanish-American and World wars, he applied in July to the Navy Department for "some little pension or some light work as watchman." He got neither.

"Yes, madam that's the record I got, after serving this great rich nation—giving over forty years of my young life to build up. . . . Several naval and military officers heard of my case; they said the United States Government ought to be ashamed of itself.

"Those brave old merchant-ship tars that won the World War—yes, Madam—the brave merchant sailor that manned the merchant ship during the World War and conveyed over 2,000,000 of troops to Europe—also over 10 billion dollars' worth of food to feed starving Europe—yes Madam. The reward they got from the U. S. Government and the rich merchant-ship owners they made fortunes for—was a watery grave off the coast of France—hundreds of those brave sailors got their reward—a watery grave."

He would be seventy, he wrote, September 29. He was "worn out—and might say down and out; eyesight bad, also legs feel like heavy load attached to them." And, dear madam, he had only $5 left, and it "only remains for me to starve or go to the poorhouse."

"Mother" Roper made the letter public, with the announcement that she had arranged for Tom Hara to enter Snug Harbor, haven of old salts, before his seventieth birthday, we learn, reading on:

Hara was a lieutenant on the old *Lancaster*, "the finest square rigger that ever sailed."

He was present when the Russian Czar was crowned, and when Admiral Baldwin, his commander, sitting at the right of the throne, received a gold box studded with jewels.

He was standing on the deck of the *Lancaster* watching the regatta when Queen Victoria asked him, "What nationality are those men who are winning?"

"And I spoke up and said, 'Yes, Madam, they're Irishmen.' 'Oh, no,' she says, 'they're Britishers.'"

He was bow man in the winning boat in the last regatta held by Dom Pedro, last Emperor of Brazil, and "a grand old man he was, and what a celebration that was."

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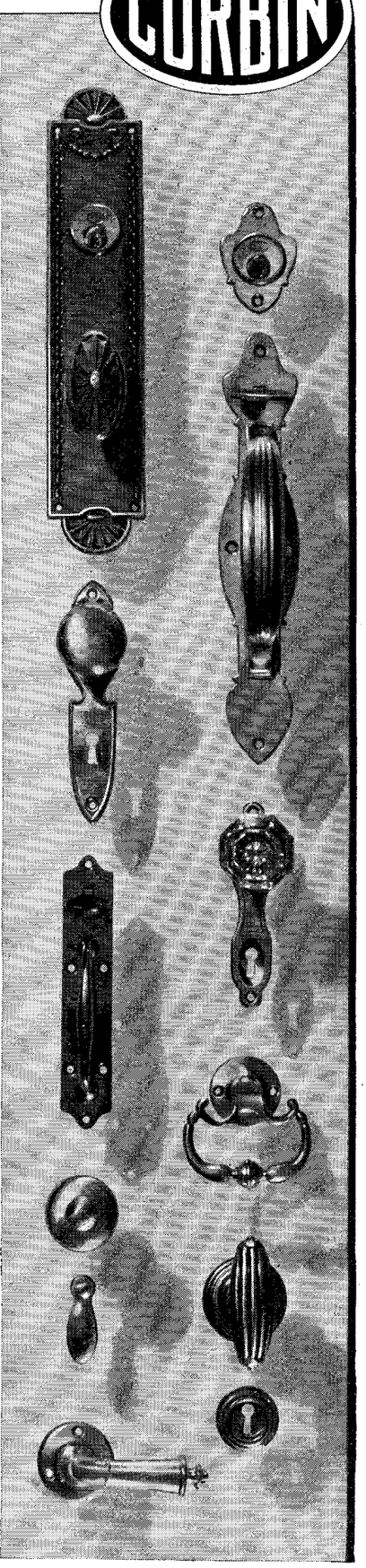

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Then the many inside doors—all with locks that must function perfectly—all with knobs that can be seen. These, too, must be in good taste. And will be if they're Corbin.

Even windows require Good Hardware or they'll stick and shriek. Cupboard doors need good latches—or they'll never stay closed. And so on through the entire house—wherever there is a window or a door there should be Good Hardware–Corbin.

Which is why we so frequently say: Remember one word—"Corbin"—and you will be able to forget hardware in your new home the day you move in.

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MOTORING · AND · AVIATION

BRITAIN'S RECORD-BREAKING AIR CARNIVAL

ALL THE LIONS IN ALL THE ZOOS in the world, a gigantic hive of bees buzzing in terrific rage, a gargantuan coffee-mill grinding coffee. None of these noise-makers could have equaled the roar of what Britain has affectionately dubbed, according to the New York *Herald Tribune*, the "most famous streak of lightning in the world," the seaplane, Supermarine *S6*. Faster than almost anything we know of, except light, the plane scudded back and forth on a course between England and the Isle of Wight, leaving its path strewn with broken air speed records. As we view it now, it is piloted by that daring aviator, Squadron Leader A. H. Orlebar of the Royal Air Force. It is establishing a new speed record—357.7 miles per hour. But this is only the climax of the *S6's* exploits. It started by winning the Schneider cup races, piloted by Flying Officer H. R. D. Waghorn, at the then unprecedented speed of 328.63 miles per hour. Subsequently it set a second record of 355.8 miles per hour and then this later mark. It was the plane's roar during this last fight that inspired the writer of a copyrighted cable to *The Herald Tribune* to speak of lions, bees, and coffee-grinders. Orlebar flew over a three-kilometer course—1.863 miles, according to the New York *Times*. His speeds for the four laps used in estimating his average speed were, *The Herald Tribune* says, 354.6, 358.7, 352.5, and 365.1 miles per hour. Yet, a little unreasonably, it may seem to some, Britain was disappointed because the flyer at no time attained the maximum of 368.8 miles per hour he had reached a few days before during one lap of a flight that resulted in an average speed of 355.8 miles per hour.

P. & A. photograph

HE GUIDES THE LIGHTNING

Squadron Leader Orlebar, who set a new air speed record in the *S-6*, the "most famous streak of lightning in the world," and who is said to have traveled faster than any other living thing before him.

Orlebar had to wait until mid-afternoon at Calshot for suitable visibility for his flight. When conditions were right, *The Herald Tribune* tells us:

> The Supermarine Rolls-Royce *S6* was brought down the slipway and the engine was started, while Orlebar sat calmly near the waves smoking a cigaret, and watching the sky most closely.
>
> Sitting on a wall of the moat which surrounds the ancient Calshot Castle was Mrs. Orlebar, a striking figure in a blue jumper and yellow skirt. As the machine was taken down the slipway, Orlebar smiled and nodded to her.

Then the seaplane was let into the water, and was taxied for a while, throwing up huge clouds of spray, before it shot into the air. Following Orlebar, as he taxied out, was a medical boat, completely equipped.

Orlebar took the seaplane well over Southampton, and there was an interval, seemingly minutes, before he reappeared and started on his second lap. It was clear that he was taking greater measures to insure a good dive before coming to the starting line. In his last attempts the interval between each lap was barely a minute, but this time it was quite two minutes.

He covered his third lap at approximately the same altitude as the first two, about 150 feet.

While the speed flight was in progress one of the Royal Air Force Fairey Flycatcher (naval type) planes hovered at an altitude of 2,000 feet, with both pilot and observer keeping a watchful eye lest any plane intrude on the course.

When Orlebar completed his sixth lap there was a good deal of traffic on the water, and he had to fly for a few minutes looking for a suitable place to alight. He made a beautiful landing, and was greeted with a burst of cheering from the shore.

However, there was a technical "fly in the ointment," *The Herald Tribune* showed in this note appended to the foregoing:

> It is problematical whether Squadron Leader Orlebar's new speed mark of 357.7 miles an hour will be considered as a world's record.
>
> The rules governing such speed flights state that the existing record must be beaten by five or more miles an hour before the new speed can be recognized as a record. If the British authorities already have submitted to the International Federation of Aeronautics, Orlebar's record of 355.825 miles an hour as their claim to the world's record, then Orlebar or some other airman will have to fly at a speed of approximately 361 miles an hour to set a new record.

After Britain's victory, at a then unheard of speed, in the Schneider Cup event, *The Herald Tribune* exclaimed, in words just as applicable to the succeeding record-breaking:

> These speeds, like all recent speed records, are a trifle awesome. The total distance over the course was about equal to the distance between City Hall Park and Capitol Hill, at Washington, and to arrive over Washington forty minutes after leaving New York would be a considerable achievement. The official speeds, nevertheless, are not all. These officers must

International Newsreel photograph

A NEW TAXI IDEA FOR AVIATORS

Pilot Dal Molin, of the Italian Schneider Cup team, being carried from his plane on a mechanic's shoulders after landing on the water

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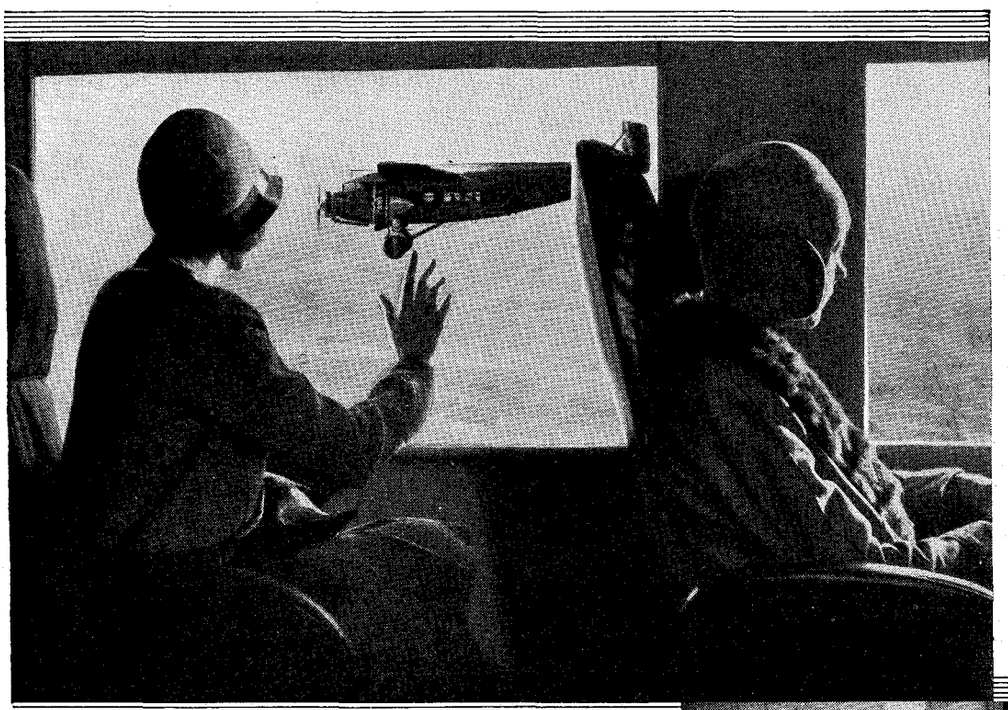
• • • ACROSS THE SKY FOR $339



More stable than a yacht . . . swifter than the wind . . . a new exaltation . . . the thrill of an indescribable experience . . . complete, luxurious relaxation!

OVER a thousand people applied for passage on the first flight of the Transcontinental Air Transport between New York and Los Angeles . . . inaugurated on July 7th last.

There has never been a more auspicious beginning for a transportation line . . . never has greater care and forethought gone into the development of a transportation service. Because the vehicles employed must lift human beings out of their element to fly across the sky, it was necessary to leave nothing to chance . . . it was vitally important to reduce every hazard to a minimum and to insure every possible comfort for travelers.

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The planes are giant, tri-motored, all-metal Fords . . . selected by the T-A-T because they are recognized everywhere as the most advanced type of commercial air transport already in successful operation in many parts of the country. . . . Three 400 horse-power Pratt & Whitney motors give high speed with safety and a great margin of reserve power. All-metal construction makes the planes durable, weather-proof, uniformly strong, and fire-proof. *The design is the result of over a million miles of flight, and is the most efficient for its purpose yet evolved.*

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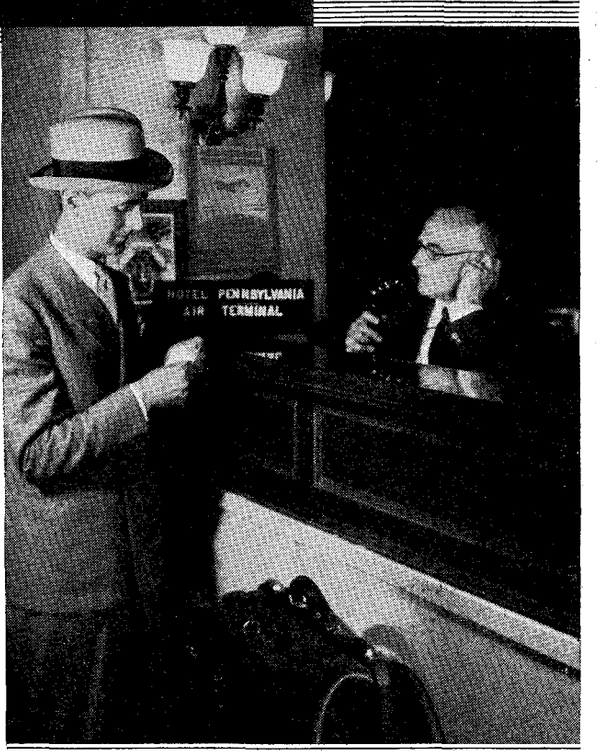

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MOTORING AND AVIATION
Continued

have measurably surpassed their recorded speeds in the straightaway sections of the course, while their machines, if they were freed of their cumbersome pontoons by alteration into land planes, probably could do considerably better.

These records have been earned by seaplanes simply because the Schneider Trophy is given only for that class of planes,

International Newsreel photograph

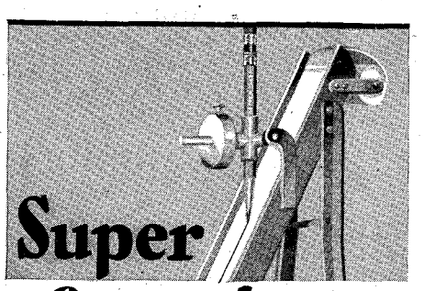
THE SCHNEIDER CUP WINNER

Flying Officer Waghorn, whose great speed record in the race itself was afterward bettered by his comrade Orlebar, flying the same machine.

and because it is the only trophy which has evoked enough interest from Governments, designers, and aviators to call forth the intensive (and expensive) effort needed to secure very high speed. So long as interest in the cup continues, there seems no reason why the records may not be pushed higher and higher—still further refinements in stream-lining, further development in the power of the motors on less weight should be quite possible.

The speeds thus attained are, of course, as useless in any practical activity as the speed of Maj. H. O. D. Segrave's racing automobile, while speed itself, which at best is only a matter of relativity, is a somewhat vain ideal. It is possible to produce these fast planes only by sacrificing everything else to the one factor of swiftness. They can carry no commercial or military load, they are extremely frail, they require highly specialized training to fly them with even an approach to safety, and they require so much space in landing and so much care on the ground as to make them not yet practical for any general work. On their behalf, however, it has been urged that they have shown the way toward stepping up the speeds in more useful types of aircraft, while to the men who have designed, built, and flown them they bring the honor of having done something which previously was impossible to human skill. That is quite enough.

More than 1,000,000 persons, including



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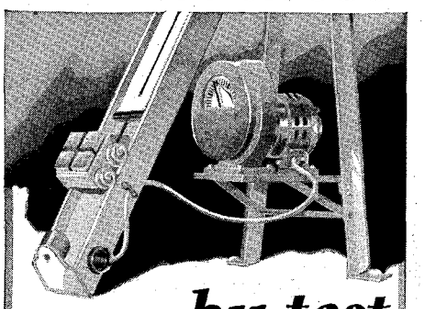

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The speed of the car increases with the smoothness of the pencil lead. It moves fastest when MIKADO leads are tested because their friction against the paper strip is the least.

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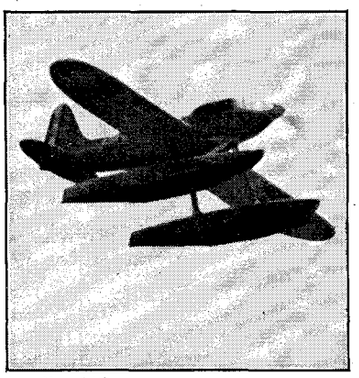
the Prince of Wales, Prime Minister MacDonald, the War Secretary, First Lord of the Admiralty, and other officials, this same journal's correspondent estimates, saw Waghorn's race for the Schneider Cup, before Orlebar's record flights. He was, we read, the first starter in the contest for aviation's blue ribbon. And when he started, how he went! Reading on:

He completed the seven circuits of the course marked out between England and the Isle of Wight in 39 minutes, 42 4-5 seconds in the Supermarine Rolls-Royce *S-6*. In doing so and in making his new average record for the course he surpassed the previous average record of Flight Lieu-



Acme Newspicture

THE WINNING PLANE IN FLIGHT

Piloted by Flying Officer Waghorn, who won the Schneider cup at an average speed of over 328 miles an hour, the *S-6* was caught thus by a quick camera.

tenant S. N. Webster, of Great Britain, made in 1927, by 47.14 miles an hour. Waghorn competed against two other English Navy flyers and three Italians.

Flying Officer R. L. R. Atcherley, another British aviator, in a plane like Waghorn's, gained another record for his country by flying two laps at an average speed of 332.49 miles an hour, the fastest speed ever officially credited to man.

Atcherley completed the course at 325.45 miles an hour, but was subsequently disqualified for second place by the judges for not rounding the pylon off Bembridge, Isle of Wight.

Italy captured second place with the Macchi-Fiat *M-52*, piloted by Quartermaster Tomaso dal Molin, with an average speed of 284.20 miles an hour.

Third place was won for Great Britain by Flight Lieutenant d'Arey Greig, with an average of 282.11 miles an hour. His Supermarine-Napier *S-5*, and dal Molin's plane had been flown at Venice in the 1927 contest.

Italy's seaplanes did not do so well, as both Lieutenants Remo Cadringher and Giovanni Monti were forced down just after completing the first lap.

Atcherley, however, was officially credited, on the sixth and seventh laps, with the breaking of the world's closed circuit record for 100 kilometers (62.137 miles), at an average speed of 331.75 miles in 11 minutes, 14 2-5 seconds. Atcherley also broke the fifty-kilometer (31.0685 miles) closed circuit record by traveling both the fourth and seventh laps each time in 5 minutes, 36 2-5 seconds, at an average speed of 332.49 miles an hour.

Actually, experts estimated that both Waghorn and Atcherley must have traveled at the rate of 360 miles an hour most

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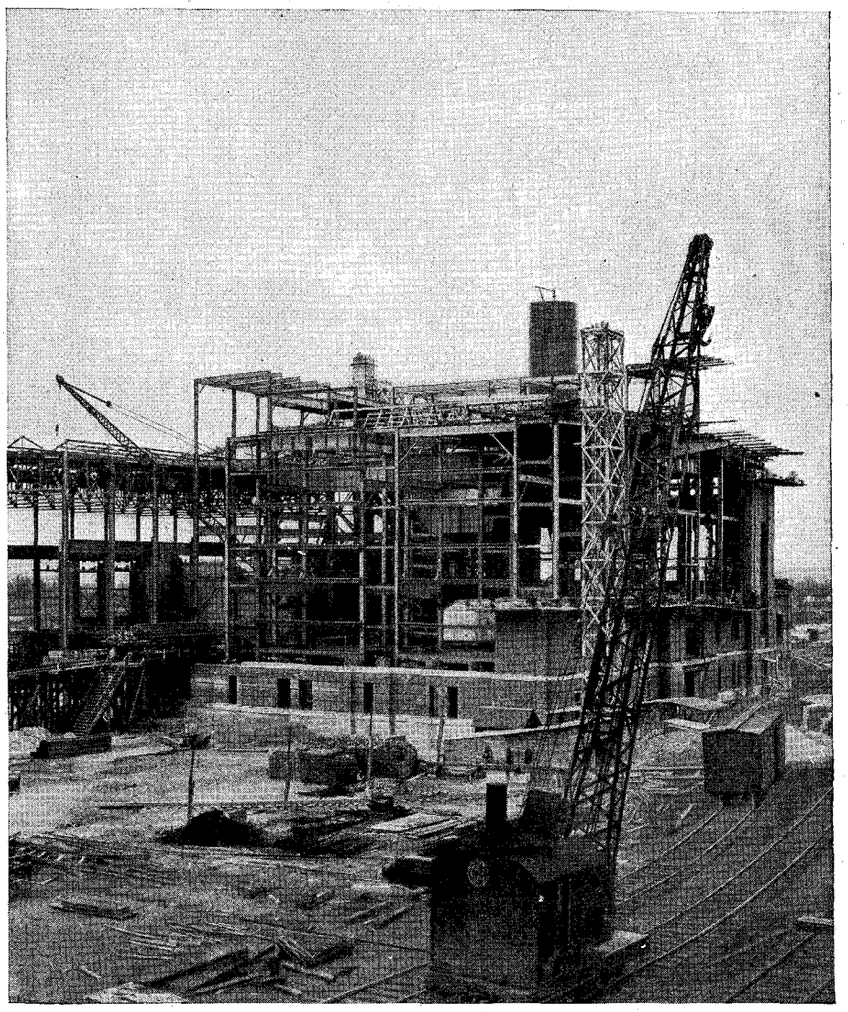

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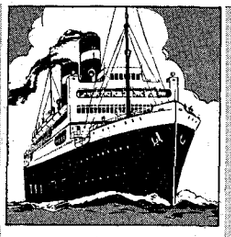

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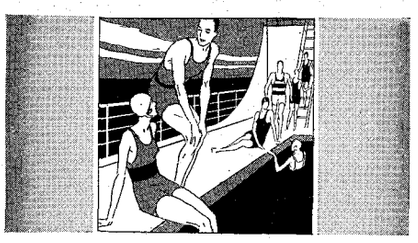
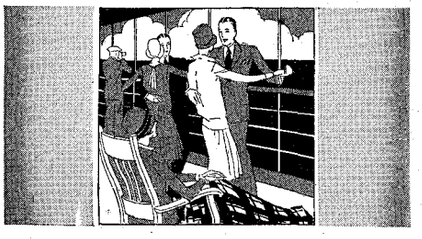


City and the ruins of Old Panama. You'll stop at San Diego—Coronado Beach—(with a run across the border into Mexico, if you elect), Los Angeles, San Francisco.

If you contemplate a trip between New York and California this Fall, consider the maiden voyage of the *S. S. Pennsylvania*, the new sister ship of the *Virginia* and *California* . . . the largest steamers ever built under the American flag. She sails from New York October 19, from San Francisco November 9.

For full information apply to No. 1 Broadway, New York; 180 No. Michigan Ave., Chicago; 460 Market St., San Francisco; our offices elsewhere or authorized S.S. and R.R. agents.



Panama Pacific Line
INTERNATIONAL MERCANTILE MARINE COMPANY

MOTORING AND AVIATION
Continued

of the time, for rounding the pylons each lap costs considerable speed.

This race was the tenth of "the series of international speed tests for the trophy given in 1913 by Jacques Schneider, a French sportsman and pioneer in aviation," the account continues with this explanation:

It is a speed test against time as the planes take off separately, and the pace has increased rapidly from year to year, the record for the first year, set by Prevost, of France, having been 44.7 miles an hour.

Schneider's original idea was not merely a test of speed, but a thorough try-out for seaworthiness, and altho this feature still persists, the real fascination comes from the tremendous speed the planes attain. The trophy, which is the figure of a girl kissing a wave, will become the property of the nation winning it three out of five times, something that has not yet happened.

The United States, which has previously been a factor, producing winners on occasion, was not represented this time, owing to a series of misfortune that befell Lieutenant Alford J. Williams, of the Navy, whose intended entry, the Mercury Racer, he was never able to get into the air after many trials on the Severn River at Annapolis. He was hopeful of making the trip up to the last minute, but the Navy Department finally forbade the venture.

This was especially unfortunate, since had the United States won the trophy this year it would have become a permanent possession. American Navy aces, Rittenhouse and Doolittle, had won the event for their country in 1923 and 1925.

Two successive victories represent the best efforts of any of the competing nations so far. Italy won in 1920 and 1921, losing the following year to Great Britain. The United States won in 1923 and 1925, and there was no race in 1924. The British won the next race, 1927, at Venice. The race now is held only every other year.

This time the Italians had their own difficulties in making ready for the race, and for a long time it was feared that they would not be able to compete. The first setback, and apparently the most serious, was the accident which brought about the death of Captain Motta, their leading ace, and a pilot the Italians were willing to back with the utmost confidence against the best in the world. Captain Motta was killed two weeks ago.

The Italians then announced that they would go through with the race in any case, as a sporting gesture. They also had a deal of trouble and delay in getting their machines ready for the event, and certain mysterious machines of which much had been expected, were finally left behind.

The race began and ended at Ryde Pier, and was over a quadrangular course measuring just over thirty-one miles. The competitors covered seven laps. The machines, when they left Ryde, flew around a pylon ship off Seaview, next round a pylon ship off Southsea Pier, and then parallel with Southsea beach on to a pylon ship nearly to Cowes, Isle of Wight. They returned along the shores to Osborne Bay and Ryde. The race, with its fourteen

Sure, you bet it will fly!

No, it won't dive like a nail. There isn't a nail in her. She's put together with LePage's Glue—stronger than nails where nails won't do, and adds less weight.

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acute-angled corners and fourteen easy turns, does not exhibit the highest absolute speed. Despite the spectacular banking on the corners, where the machines made vertical turns in order to lose as little air speed as possible, the maximum speed could be attained only between the turns.

The Prince of Wales did more than merely watch the race. He had already been down to Calshot Air Station where the competitors were awaiting the gun, and was flown over the course. In the London *Evening Standard* George Fyfe tells us of the Prince's excursion, and gives us a glimpse of life at Calshot:

Leaving Brooklands in an airplane piloted by Squadron Leader Don, the Prince flew to Hamble Aerodrome, where he was met by Air Vice-Marshal Lambe, with whom he journeyed across Southampton Water to Calshot.

Without delay or formality, he made an exhaustive tour of inspection, stopping for several minutes at the racing machines of vivid blue and gold and scarlet that were assembled in the various sheds.

He saw first the 1927 Gloster-Napier biplanes, because they were in the shed nearest the landing point. But eagerly he went on to the next shed, in which lay the racers—one of the Supermarines, *S6*, and the two golden Gloster-Napiers.

Squadron Leader Orlebar, captain of the British team, took him round, but the Prince showed by his quick questions how conversant he was with the position.

With the ease of a man who has become well accustomed to flying and has even handled the controls himself, the Prince was able at once to seize on salient features. He was extraordinarily impress by the grace of the speed machines, and found it difficult to leave. But eventually he was on his way to the Italian sheds, and here Colonel Mario Bernisconi, captain of the Italian team, became his guide with the Italian Air Attaché, Colonel Bitossia.

The Prince told Colonel Bernisconi how sorry he felt at the Italians' bad luck in the death of Captain Motta, and the appreciation that was felt in this country of the sportsmanlike action of the Italians in coming over to race, altho not fully prepared.

Then his real interest reasserted itself.

"Where is the Macchi?" he asked, and then with rapid pertinent questions proceeded to look over the machine. He listened with interest to the explanation that the practise Macchi that had won the world's record was black instead of red because of the fumes from the exhaust, but he was much more excited when its 1929 successors were shown to him in their scarlet coats.

In the next shed he saw the little Fiat, the marvelous racer that seems almost too fast to handle, and, finally, the double engined Savoia-Marchetti.

He asked many questions about this remarkable machine.

Shortly afterwards the Prince motored to the mess.

Before he went, he turned to Colonel Bernasconi.

"I like your wonderful machines very much," he said, "but I do hope they are not going to be too fast for us."

The Prince of Wales lunched at the Officers' Mess. He had the captain of the British team at one side of him and the captain of the Italian team on the other. Round him were the officers of both high speed flights.

The Prince frequently spoke in Italian

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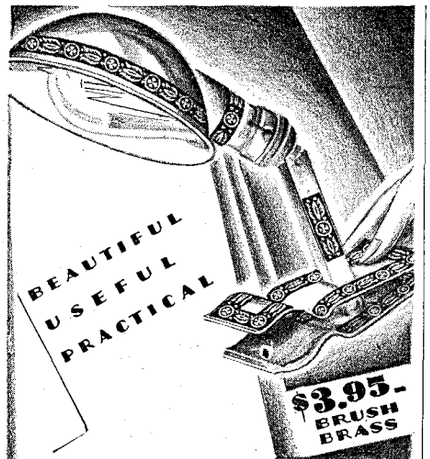

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MOTORING AND AVIATION
Continued

to the foreign pilots, and appeared to be enjoying his experience.

After luncheon he went down to the jetty, near which he was photographed with the members of each team.

Then came his most enjoyable experience of the day. He embarked in a Southampton flying boat and set off on a journey round the Schneider course, accompanied by Air-Vice-Marshal Lambe. Like his pilot (Flight-Lieutenant Worthington), the Prince, before entering the machine, donned a life-saving jacket.

Another machine followed as an escort.

The conditions for the trip were excellent, for the sun was shining brightly.

The Prince spent three hours in Calshot and then returned to Hamble by motorboat.

The racing aviators of the two nations received the nickname of "Sunshine Boys," Mr. Fyfe tells us as he describes some of their life at Calshot:

They were not half so concerned about the perils of their daily task as about the difficulty of keeping cool.

Several of the pilots and many other people in the big camp wore dark-green glasses as a protection against the blinding rays that shot up from the white concrete that covers a big area at the air-station. The demand for these glasses was so great that all local supplies were sold out.

But it has been left to the Italians to solve the hot-weather troubles in the most thorough way. As I write, two of their mechanics are working in bathing costumes. Swarthy fellows, with skins as brown as nuts, they are obviously treating Calshot as if it were their own Lido.

One other looks refreshingly picturesque in light blue trunks that stand out vividly against his sunburnt body and the scarlet machine he attends.

It was an astonishing thing to see these men, in the guise of holiday bathers, handling racing machines.

The defeated Italians left after the race, vowing a friendly revenge. They stood ready, they declared, to break any more records that the English might establish. So the English set out to boost the record as high as possible. We have already witnessed the last effort, but before that Squadron Leader Orlebar went to an average of 355.8 miles an hour, with a maximum of 368.8 miles an hour. In a copyrighted cable to the New York *World*, John L. Balderston told us graphically just what this latter rate meant:

This speed would have taken Orlebar from the Battery to Ninetieth Street, Manhattan, in one minute. It was not maintained, however, in later flights; and the international rules provide that four flights over the same distance, two in each direction, must be averaged. So Orlebar's record as it will stand in the books is 355.8 miles per hour.

Flight-Lieut. George Stainforth had broken de Bernhardi's record earlier in the day, making an average of 336.3 miles per hour over four laps in a Gloster 6 which was not ready in time for the Schneider race, but which was shown to be less

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PALESTINE
As It Looks To-day

Towns, where the recent anti-Jewish riots occurred, described in picture and text by that world-renowned traveler and lecturer, E. M. NEWMAN, in

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speedy than the *S-6*. It had been confidently expected that an average of at least 370 miles would be recorded, and the air experts who have heard rumors of new Italian speed machines believe that 380 must be reached for the English record to be safe for even a few months.

The wives of the two flyers, Mrs. Orlebar and Mrs. Stainforth, saw the flights from Calshot Castle, the little round fort built by Henry VIII at the entrance to Southampton Water. With them was the seventy-year-old mother of Orlebar, clad in black; and Orlebar before he went up came over to his mother and wife, who wished him good luck. The strain on the women was great, for the planes could not be seen in the mist excepting when they roared past, altho the noise of the motors was heard constantly.

When her husband's flight was ended Mrs. Orlebar ran up on top of the parapet of the castle and stood in silhouette, with arms raised, crying to those below, "I'm glad it's all over!"

Coming Down to Brass Tacks.—

It's sweet of you to tell me
That I am all in all,
That I'm the apple
Of your eye,
That I'm the rainbow
In your sky,
The à la mode
Upon your pie,
That I'm the works,
That I'm the guy
For whom you'd pass
The others by,
That I'm your Who,
Your Whence, your Why,
For whom you'd cry,
For whom you'd swear,
For whom you'd lie,
For whom you'd live,
For whom you'd die.
It's sweet of you to tell me
That I am all in all,
But whose are those large overshoes
I passed out in the hall?

—*Toronto Goblin.*

Lucky it Wasn't the Hallelujah Chorus.—John Philip Sousa loves to tell one about two members of his famous band, or rather, about their wives. One, a bride of a year, was pushing a perambulator in which were babies, triplets. The other had been only married for a few weeks.

"What beautiful babies!" exclaimed the newly married one.

"Yes," replied the proud mother, "and let me tell you the funniest coincidence. At our wedding, Mr. Sousa and some of the band serenaded us and they played 'Three Little Maids' from the 'Mikado.' Isn't that funny?"

At this the other bride turned pale. "Good heavens!" she gasped. "We were serenaded, too, and they played the Sextette from 'Lucia.'"—*Los Angeles Times.*

Veteran Under Fire.—"Did you give the man a third degree?" asked the police officer.

"Yes. We browbeat and badgered him with every question we could think of."

"What did he do?"

"He dozed off and merely said now and then, 'Yes, my dear, you are perfectly right.' "—*Midland Daily Tribune, quoted by The Passing Show (London).*

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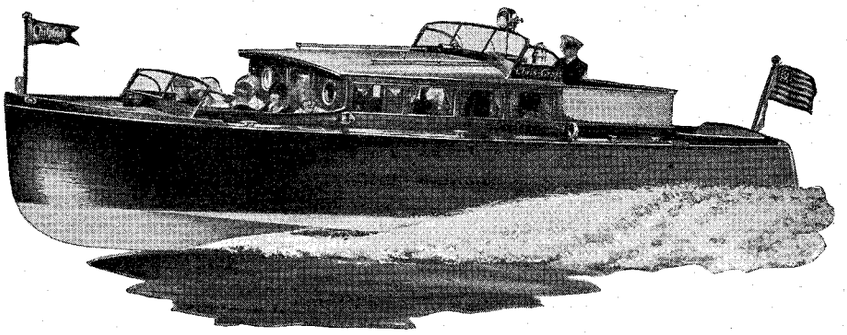

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INVESTMENTS · AND · FINANCE

THE MARKET INFLUENCE OF INVESTMENT TRUSTS

A VERY POPULAR WALL STREET explanation of strength in particular stocks on the Exchange is that they are being bought by investment trusts, and several writers have recently been conjecturing as to the precise market influence of this new type of financial organization. The investment trust, it will be remembered, exists for the purpose of holding or trading in securities. It sells its own securities and buys stocks and bonds with the proceeds, and pays dividends out of the income on the securities held, or out of trade-in profits. These organizations have been active here for only about five years, but there are now some 450 in operation, and stocks and bonds of investment trusts, new and old, are said to have been marketed in the amount of more than a billion dollars so far this year. Only a few weeks ago, it will be remembered, the Stock Exchange admitted to its listing securities of certain types of investment trusts. But to proceed to the discussion of their market effect. Writing in *The Magazine of Wall Street*, Mr. A. T. Miller points out that the investment trusts are largely responsible for creating a scarcity value for common stocks by taking them off the market in large blocks. This writer then proceeds with a word of information:

There are many types of securities companies and investment trusts. One of the earlier forms of investment operation in this country was the "fixt-trust" plan, whereby the securities which are bought and deposited against trust certificates are never disturbed as long as the trust exists. This type of trust takes stocks out of the market on a more permanent basis than any other trust. Of late years the "management" trust has become more popular. Here the investments of the trust may be bought and sold at the discretion of the managers. Some of these trusts maintain both stock and bond portfolios, enlarging the one that offers the most promising investment opportunities at the expense of the other. At the present time these trusts are concentrating on equities rather than bonds.

Other security companies like the United Corporation and the Pennroad Corporation are formed to hold certain blocks of securities permanently. The creation of this new kind of security company considerably reduces the floating supply of the individual stocks on which their resources are concentrated. The management trusts spread their resources more thinly over many issues, but the effect must be tallied in terms of their aggregate absorption of securities.

In scrutinizing the effect of investment trust buying and selling, the point is frequently raised that the expert managers of these funds are more likely than the individual investor to supply the market with stocks when high prices prevail. It is true that some of these trusts engage in trading practises, buying and selling for profits in much the same way that the individual trader operates, and make no secret of the fact. When they have a sizable profit they take it and place their funds in short-term securities, on call, or on demand deposit.

This is not typical investment trust practise, however, which is to buy and hold good stocks irrespective of intermediate fluctuations in prices or minor market swings. As long as the companies which they have bought into continue to look promising, and as long as the general financial outlook seems favorable, they are content to leave it to the more speculatively inclined trader to supply the market with selling for the inevitable corrective movements. Certainly in the kind of a market that we have had for the past six months, there is more reason to believe that the investment trusts have increased rather than reduced the scarcity value of standard investment stocks.

So many people are asking, What would the stock market do without the investment trusts?" that Charles F. Speare of the Consolidated Press is moved to reply: "Possibly the trusts may be exerting a smaller effect on prices than is generally supposed." But he goes on, however, to discuss the market activity of investment trusts in a way that indicates his appreciation of their importance. To quote one of Mr. Speare's dispatches:

A recent study of the value of shares listed on the New York Stock Exchange placed this value at $85,000,000,000 on August 1. A conservative figure of the capital represented in the American investment trusts now operating in securities is $2,000,000,000. This is about 2½ per cent. of the amount given as the selling value of Stock Exchange shares.

Not all of the funds of investment trusts go into common stocks. A moderate proportion represents domestic and foreign bonds and preferred stocks; also the shares of banks and insurance and trust companies. Probably 20 per cent. of the $2,000,000,000 is in call loans. It is doubtful, therefore, if the equivalent of 1½ per cent. of the $85,000,000,000 is at present being employed by the investment trusts and trading corporations in accumulating stocks for short- or long-term commitments.

Even this comparatively small amount might have, and undoubtedly has had, a powerful effect on issues whose floating supplies have been steadily reduced during the past year. In a sense investment trusts, which represent thousands of individuals, are doing on a grand scale what the pools did formerly. They investigate a certain stock, accumulate it, and, at a level which appears to represent its ultimate value, realize all or a portion of their profits. Another trust comes into the situation and duplicates the performance of the first trust so that there is a constantly higher plateau of prices created. Instead of a pool selling out to another pool, as in former days, one trust or trading company distributes its holdings to another trust, and the public, as the holder of unit shares in these trusts, indirectly become their owners.

This process of pyramiding, and with it a steady decrease in the floating supply of the high-grade corporation shares, explains why they advance from day to day. Also it explains the recurring buying waves in them after all of the cream seems to have been skimmed from a particular issue. There is as much unintelligent buying of stocks going on at present in behalf of the investment trusts as there is by the public, every time prices and values part company.

On the other hand a principle to which the investment trusts and corporations have held closely is that of limiting their purchases to the highest grade shares available. This is the best insurance against future heavy losses that they could adopt. Their judgment as to permanent values may be faulty, but what most of them are carrying among domestic securities in their portfolios will pass any investigation with a high rating. Their policy of careful selection explains why such a large percentage of listed shares are declining while others are enjoying tremendous favor. Seldom has there been a market situation in which the emphasis is all on the side of rising prices, but where from 40 to 50 per cent. of quotations on active shares on the New York Stock Exchange show minus instead of plus signs from month to month.

It is well to keep constantly in mind that where there is concentrated buying of stocks there will be, under conditions the reverse of those to-day, the possibility of concentrated selling. Consequently, the stock market might easily have a bad bump when this occurs, in spite of the much talked-of "cushion" which the investment trusts have in reserve in the form of cash available for purchases in the event of any severe break.

Most of the men who are managing the aggressive investment trusts are confident that business will continue active for another six months, and probably longer, and that there are just ahead a number of important "split-ups" which will have the same effect in stimulating speculation as did those which were consummated in June and in July. More than this they have never taken fright over the money situation.

A paragraph on investment-trust influences appears in a recent issue of *The Bache Review*, published by the investment house of J. S. Bache & Company:

The vast sums of cash now controlled by investment trusts are having an impressive effect in the stock market. It is surmised that additional cash used in the call market has made possible the excited speculative advance since July 1. This conclusion is reached because, while banks have been steadily withdrawing their loans to brokers, loans from others have not only filled the gap thus created, but have far exceeded the sums withdrawn and made the heavy increase in brokers' loans possible since

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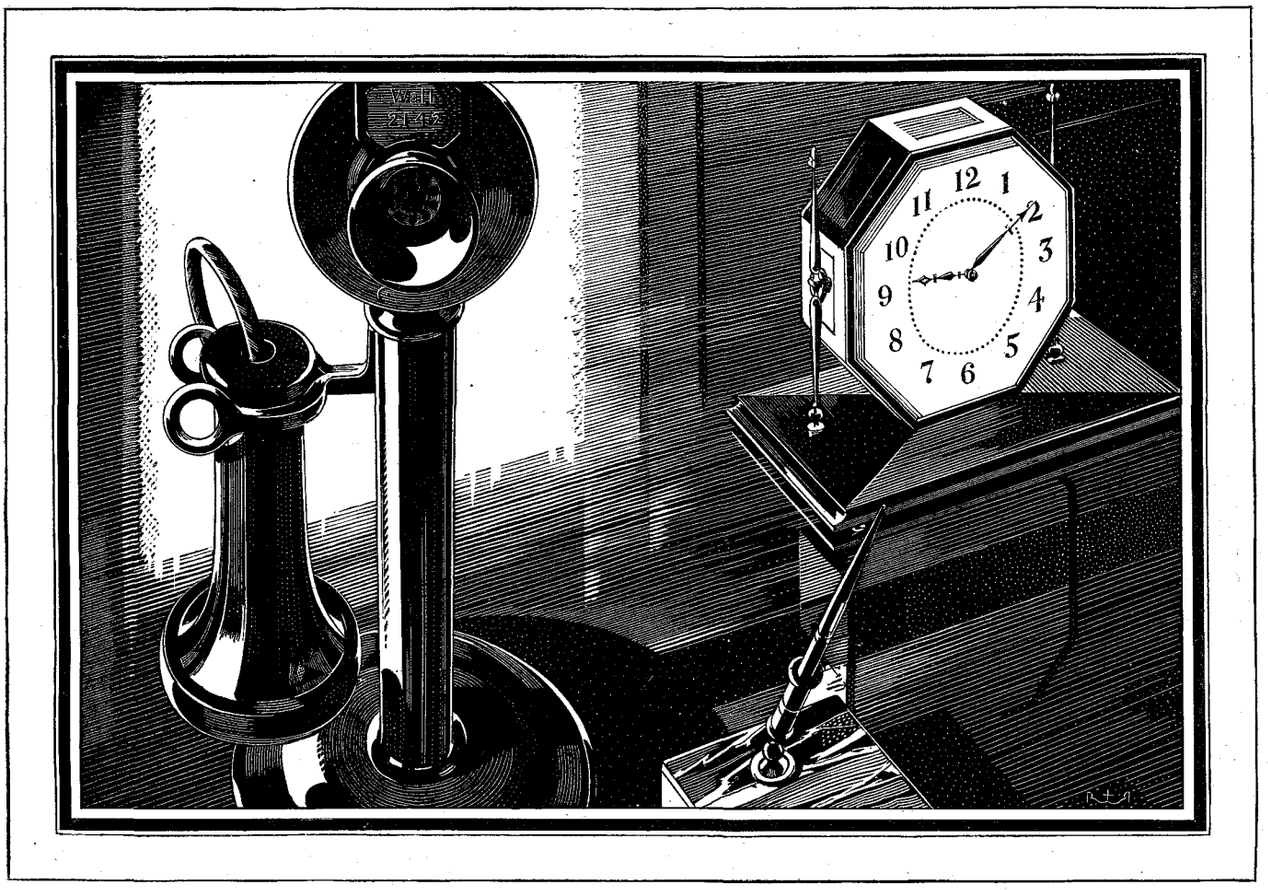

While every hour is telephone hour, there are certain periods of the day better than others to place your inter-city calls. Between the hours of 9.30 a.m. and 11.30 a.m., for instance, executives are busy answering correspondence, seeing visitors and attending to other details. Your calls are more likely to receive their undivided attention if made in the less crowded periods of the business day.

In fact, many business men prefer being called by telephone before 9.30 in the morning, others just before 2 o'clock, and still others after 4 in the afternoon. Telephone calls to other cities are easy and convenient, and the time and money they save are surprising. A New York executive had a business matter to be settled in Indianapolis. He was too busy to go. He placed a telephone call and made the round-trip without leaving his office.

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INVESTMENTS AND FINANCE
Continued

the middle of the year. The figures bear this out. Since July 1 the banks' own loans to brokers had, up to last week, decreased by $188,000,000, while cash for the call market furnished by lenders other than banks had increased during the same period $314,000,000.

These immense sums which have been flowing into the call market are undoubtedly largely the increased cash assets of investment trusts—cash which has come into their treasuries from two sources.

First, the wide-spread sale throughout the country of their own security issues had been impressive. It is said that two of the largest trusts last week received nearly $200,000,000 from large issues of their own shares.

The second source of cash for investment trust treasuries is believed to have been realization from the sale in large volume of securities at high peaks which they had invested in at lower prices. If this is true, it is significant as demonstrating that the judgment of some high-class financial experts is that the markets have reached a point where it is time to take profits.

That is the hardest thing to get individual speculators or semi-speculators to do, and perhaps demonstrates the wisdom of owning stock in the sounder investment trusts rather than to depend upon one's own judgment in the market.

EUROPE PUTTING BUSINESS FIRST

TURNING from militarism to business-building along American lines, backed by European financiers who have changed their point of view since the war, is the startling development in Europe observed by an editorial writer in the Philadelphia *Evening Public Ledger*. The war-debt adjustments by the Hague conference, the proposed International Bank under the Young plan, Mr. Briand's advocacy of an economic bond instead of rivalry in armament between European nations, come into the picture. Thus sources of credit will be available for going ahead in business. Naturally American business is vitally interested in this new international trade situation. That "Europe, Escaping from Its Killing Credit Worries, Is Also Thinking of a New Economic Era," seems to be a mild title for the word-picture this Philadelphia editor paints for us. He sketches first the historic European concentration on perfecting military systems:

In Europe, up to the present moment, virtually all major triumphs of organization have been in the field of militarism. For the pride of dynasties, admirals, general staffs, and the "high-born" generally, national energies have been concentrated on the perfection of armies and navies and the rococo façades of unprofitable empires.

European bankers have never dreamed of anything resembling our own new highway systems, the American telephone system, or the vast organizations built up by Mr. Ford, the General Electric, General Motors, or the even more expansive light and power combinations. Even their railroads were built primarily with a view to possible military exigencies.

Now early settlement of the war-debt controversy is in sight, and nations are "at a juncture of events that shows the incalculable practical value of peace." Settlements create a new credit situation for trade interests involved, we read:

For fifteen years, more or less, the peoples of Europe have had their hands bound while all the amazing new advantages of scientific production in industry were spread before their eyes. For want of credit, for want of a sense of security, Europe has had to remain passive and inactive while America moved onward. At the present writing England has the heaviest per capita debt and the greatest percentage of unemployment in Europe. And to a considerable degree, as Philip Snowden bluntly implied in the course of the recent squabbling at The Hague, this condition represents the price which Britain has had to pay for the inability of most of the Continental countries to see that if Europe is to be really revived it will have to be revived through skilled industrial productivity and not by means of hates, tariff walls, national anthems, diplomatic intrigue, or big guns. The British, with their usual respect for realities, were willing to sacrifice almost anything in order to reestablish their overseas trade on a profitable basis.

The Continental statesmen who took advantage of this mood, and who have agreed to accept about 80 per cent. of the Snowden claims to a larger share of reparations, can not conceivably continue the bickering much longer. And if the new plan of paying the war bills by the familiar "refunding" process is carried through, as it is very likely to be, not only the credit but the working enthusiasm of most of Europe will be suddenly restored.

"International trade should boom, especially in fields where American interests are dominant," says the writer, who continues:

Europe has shown an eagerness to develop a New Economic Era of its own, with better wages, wider distribution of commodities, and even luxuries, and the abandonment of the system of thinking under which all the delights and comforts of a favorable economic state were reserved for the minority. And it is interesting to observe that here the Europeans are eagerly accepting not only the advice but the active leadership of American banking and industrial groups.

The manufacturing industries throughout Europe are being swiftly Americanized. Ford's wage system, the profit-sharing systems of General Electric and General Motors and similar powerful organizations are being duplicated from Ireland to the far ends of Germany. American engineers are organizing the productive facilities of many areas in Russia. They are in the service of some of the most dignified and powerful corporations in the United States.

American technical men have been engaged for years in replanning and reconstructing the telephone systems of some of the Continental countries. There is in England a large body of opinion frankly favoring the sale of the country's system of wire communications to "the Americans" for the sake of better service.

To watch further European acceptance of American thought and practise in economic

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"He had built a small shop for making screws"

"Today this young man is one of the largest depositors of this Bank"

Mr. Dick Miller, President of the City Trust Co., Indianapolis, Ind., tells a story of two young business men, and the contrast in their present fortunes

"THESE two young men furnish a dramatic contrast," said Mr. Dick Miller. "One of them inherited $35,000; the other, an experienced mechanic and a hard worker, started with a small savings account.

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"Nothing I could say could dissuade him. He sold out his $35,000 in securities, and put it into the theatrical production—'that was sure to be a whirlwind success.'

"Today he is working a few doors down the street for $30 a week.

"The other young man, the mechanic, came to us a few years ago, wanting to borrow the money to buy two automatic screw machines. We looked him up. He had a savings account with us. He had a modest reserve of sound securities. He had built a small shop for making screws and had paid for the machinery he already had out of his earnings.

"We gladly loaned him the money. He paid off his notes regularly out of his increased business, and the moment the notes were paid he started right in again saving money and making conservative investments.

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+ + +

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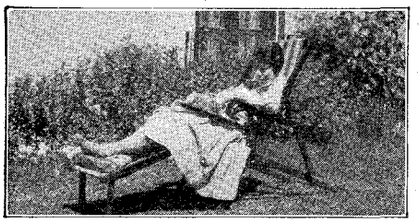

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INVESTMENTS AND FINANCE
Continued

restoration over there will surely be interesting, this editor concludes:

While European diplomatists were deadlocked in one or another sort of intrigue or squabbling over their frontiers, the Americans were becoming adept in the newer sciences of production and distribution in quantity and in the readjustment of the conditions of the individual worker. Ford was discovering that good wages and leisure for those in productive employments were necessary to general prosperity. European bankers and industrial leaders are coming reluctantly to agree with all this and to accept a philosophy which would have seemed madly fantastic ten years ago. So the much-talked-of economic restoration of Europe will be an interesting thing to watch, since it is to be arranged in accordance with American thought and practise. The promising significance of this trend is what Mr. Ford had in mind when he said that prosperity and international trade have not yet actually begun.

RASKOB'S RICHES-FOR-EVERYBODY PLAN

EVERYBODY ought to be rich, says John J. Raskob, multimillionaire and former General Motors and Du Pont executive. But Mr. Raskob doesn't stop there; he goes on, in a *Ladies' Home Journal* interview with Samuel Crowther, to explain the workings of his investment-trust plan to assure the average workingman a living income by the time his earning capacity is lessened by age. According to Mr. Raskob, "no one can become rich merely by saving." And by "rich" he means that state where a man "has an income from invested capital which is sufficient to support him and his family in a decent and comfortable manner; an income equal to his former earnings." Moreover, "that amount of prosperity ought to be attainable by any one." Continues Mr. Raskob in the *Ladies' Home Journal* interview:

In conjunction with others I have been interested in creating and directing at least a dozen trusts for investment in equity securities. This plan of equity investments is no mere theory with me. The first of these trusts was started in 1907, and the others in the years immediately following. Under all of these the plan provided for the saving of fifteen dollars per month for investment in equity securities only. There were no stocks bought on margin, no money borrowed, nor any stocks bought for a quick turn or resale. All stocks with few exceptions have been bought and held as permanent investments. The fifteen dollars was saved every month, and the dividends from the stocks purchased were kept in the trust and reinvested. Three of these trusts are now twenty years old. Fifteen dollars per month equals one hundred and eighty dollars a year. In twenty years, therefore, the total savings amounted to thirty-six hundred dollars. Each of these three trusts is now worth well in excess of eighty thousand dollars. Invested at 6 per cent. interest, this eighty thousand dollars would give the trust

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beneficiary an annual income of four hundred dollars per month.

Suppose a man marries at the age of twenty-three and begins a regular saving of fifteen dollars a month—and almost any one who is employed can do that if he tries. If he invests in good common stocks and allows the dividends and rights to accumulate, he will at the end of twenty years have at least eighty thousand dollars and an income from investments of around four hundred dollars a month. He will be rich. And because any one can do that, I am firm in my belief that any one not only can be rich, but ought to be rich.

Wealth is not so evenly distributed as it ought to be, and as it can be. And part of the reason for the unequal distribution is the lack of systematic investment, and also the lack of even moderately sensible investment. One class of investors saves money and puts it into savings-banks or other mediums that pay only a fixt interest. Such funds are valuable, but they do not lead to wealth. A second class tries to get rich all at once, and buys any wildcat security that comes along with the promise of immense returns.

The common stocks of this country have in the past ten years increased enormously in value because the business of the country has increased. Ten thousand dollars invested ten years ago in the common stock of General Motors would now be worth more than a million and a half dollars. And General Motors is only one of many first-class industrial corporations.

Recently I have been advocating the formation of an equity securities corporation; that is, a corporation that will invest in common stocks only under proper and careful supervision. This company will buy the common stocks of first-class industrial corporations and issue its own stock certificates against them. This stock will be offered from time to time at a price to correspond exactly with the value of the assets of the corporation, and all profit will go to the stockholders.

The plan that I have had in mind for several years grows out of the success of the plans that we have followed for the executives in the General Motors and the Du Pont companies. In 1923, in order to give the executives of General Motors a greater interest in their work, we organized the Managers Securities Company, made up of eighty senior and junior executives. This company bought General Motors common stock to the then market value of thirty-three million dollars. The executives paid five million dollars in cash, and borrowed twenty-eight million dollars.

The participation in the Managers Securities Company was arranged in accordance with the position and salary of the executive. Minimum participation required a cash payment of twenty-five thousand dollars when the Managers Securities Company was organized. That minimum participation is now worth more than one million dollars.

It may be said that this is a phenomenal increase, and that conditions are going to be different in the next ten years. That prophecy may be true, but it is not founded on experience. In my opinion the wealth of the country is bound to increase at a very rapid rate. The rapidity of the rate will be determined by the increase in consumption, and under wise investment plans the consumption will steadily increase.

On the other hand, *The Commercial and Financial Chronicle* (New York) "does not believe that any plan has yet been devised to 'make every man

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INVESTMENTS AND FINANCE
Continued

rich.'" Moreover, this financial weekly is convinced that—

Investment trusts are not yet tried out in this country. They have not encountered and weathered a long depression. No man, or set of men, however financially acute, can *assure* the people that the next twenty-five years will exceed in general "prosperity," in abundance of opportunities, the past twenty-five.

In the course of the last twenty years industries have been created that, as far as the normal needs of the people are concerned, have had abnormal careers. Mr. Raskob has been a General Motors executive. It is reasonable to suppose that in most of his "trusts," automobile and kindred stocks have played a part with earnings that have no counterpart elsewhere.

Diversity of holdings is the key to successful industrial trusts. But whatever the future, prosperous or not, it is fraught with change no one can predict or measure.

Warning to the investing public not to follow too literally the advice of Mr. Raskob to purchase stocks on the instalment plan, says a New York *Herald Tribune* article, has been sounded by the National Better Business Bureau. To quote part of the Bureau's bulletin:

Mr. Raskob's message will undoubtedly be followed by public response. Thus we may look for an increased demand from small investors for the privilege of buying stocks on time payments. But from past experience we know this public request will encourage unscrupulous promoters to offer to sell stocks on instalment payments to uninformed investors.

There are three important features that should be constantly borne in mind. First, a purchaser should buy a substantial stock. Second, the purchaser should be sure that upon the completion of payments the stock will be delivered to him. Third, he should investigate the cost charged to him for purchasing by instalments to make sure that it is a reasonable rate.

To assure himself that he has a sound stock, the investor should buy securities that have an open market. He is best safeguarded on this feature by buying stocks listed on an accredited stock exchange. He should make inquiry into the past record of the company and satisfy himself that the business is well-managed, and that the earnings of the company give sound indications that dividends will be paid. This information is readily obtainable on listed securities.

Traffic Gates Ajar.—

Flowers please
For Roscoe Blout:
He didn't know
His lights were out.

Here in peace
Is Dodson Bliss:
He told the cop
"You'll hear from this!"

Bow the head
For Prentice Sweezey;
He said "This car
Does eighty easy."

—*Virginian-Pilot.*

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CURRENT ▾ EVENTS

FOREIGN

September 11.—Louis Marshall, noted lawyer and Jewish leader, dies at Zurich, Switzerland. He was seventy-two.

September 12.—It is officially announced that Prime Minister MacDonald will arrive in this country on October 4 to discuss naval disarmament with President Hoover.

Squadron Leader A. H. Orlebar, Commandant of the British Royal Air Force high-speed team, makes a new record by flying at a mean average speed of 357.7 miles an hour over a three-kilometer course.

Premier Mussolini relinquishes seven of his nine Cabinet posts, retaining only those of Premier and Minister of the Interior.

September 13.—The Assembly of the League of Nations adopts a resolution asking for an exchange of notes among both members and non-members of the League for the calling of an international conference on a general tariff "holiday" of two years.

The British Parliament appoints a commission under the chairmanship of Sir William Shaw to inquire into the Palestine disorders.

The Nanking Government protests to Moscow against renewed attacks on Manchuli and other cities of the Manchurian-Siberian border.

September 14.—The Assembly of the League of Nations adopts the Root plan for the adherence of the United States to the Permanent Court of International Justice.

Premier Mussolini reaffirms his dictatorship of Italy in a speech to 700 Fascist leaders reviewing the progress of Fascism.

September 16.—It is officially announced in England that only three cruisers, which the United States wishes to retain, delay Anglo-American accord on naval disarmament, and that under the projected agreement parity is to be reached in 1936, with Great Britain having a cruiser tonnage of 339,000 and the United States of 292,500.

British troops kill sixteen Bedouins in repulsing a new outbreak at Hattin, near the Sea of Galilee.

Pope Pius denounces Fascist distrust of Catholic youth.

September 17.—Fifty-one Jews are arrested by Arab authorities in Haifa on charges of premeditated or attempted murder. The Zionist Executive and the National Council of Palestine Jews formally express their gratitude to the British forces in Palestine for restoring order to the country.

Sir Cecil Hurst, of Great Britain, offers to the Committee on Juridical Affairs of the Assembly of the League of Nations a resolution to harmonize the Kellogg peace pact with the League of Nations covenant, the effect of which would be to prohibit war under any circumstances by League members.

DOMESTIC

September 11.—The Senate adopts the Borah resolution to investigate the alleged propaganda of William B. Shearer and certain shipbuilding companies at the Geneva Naval Conference, and appropriates $10,000 for expenses.

The Senate confirms the nomination of Theodore Roosevelt to be Governor of Porto Rico, of John W. Garrett to be Ambassador to Italy, of Gerrit John Diekema to be Minister to the Netherlands, and of George T. Summerlin to be Minister to Venezuela.

September 12.—The Chinese Nationalist Government has accepted the offer of the United States to negotiate for a progressive abolition of extraterritoriality, announces the State Department.

September 13.—A five-Power Naval disarmament parley on all classes of ships, to be held in Washington, is announced for December, and another conference is tentatively planned for 1936, when the world navies are expected to have been stabilized and placed upon virtual equality as the result of the 1929 conference.

Twenty-three Roman Catholic, Jewish, and Protestant fraternal orders participate together in Baltimore's bicentenary celebration, and then organize a permanent non-sectarian body, in which every fraternal order, except the Ku Klux Klan, is represented.

September 14.—Mrs. Ella May Wiggins, mother of five children, is killed by an anti-Communist mob near Bessemer City, North Carolina.

William T. Tilden defeats Frank T. Hunter, 3—6, 6—3, 4—6, 6—2, 6—4, for the national tennis title at Forest Hills, New York.

Foreign exports reach the value of $5,374,000,000 in the 1929 fiscal year, an increase of 10 per cent. over the preceding year, and imports gain 3½ per cent., being exceeded in only two years, 1920 and 1926, according to the Department of Commerce. The total value of imports was $4,292,000,000.

September 16.—Harry F. Guggenheim of New York, President of the Guggenheim Foundation for the promotion of aviation, is nominated as Ambassador to Cuba.

President Hoover nominates Maj. Clarence M. Young to be Assistant Secretary of Commerce for Aeronautics, and William L. Cooper of New York to be director of the Bureau of Foreign and Domestic Commerce of the Department of Commerce.

September 17.—The Delaware and Hudson Railroad applies to the Interstate Commerce Commission for approval of a merger of seventeen of the shorter Eastern railroads into a belt system connecting all important cities on the North Atlantic seaboard.

Harry M. Blackmer, self-exiled oil man, is fined $60,000 in the District of Columbia Supreme Court on two charges of contempt in failing to obey subpenas to appear as a witness in the trial of Harry F. Sinclair and Albert B. Fall. He notes an appeal.

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Hurry Call.—SINGER—"And for Bonnie Annie Laurie I'd Lay Me Down and Die."

LISTENER (rising)—"Is Miss Laurie in the audience?"—*Boston Transcript.*

Poetry of Motion.—"Your daughter is naturally graceful!"

"Yes. Whenever she swats a fly, you'd think she imagined she was Helen Wills."—*Washington Star.*

The Almighty Dollar.—
Stone walls do not
A prison make
If you have lots
'N lots o' jake.
—*Buffalo Evening News.*

Reform Your Folks.—A colleague reports that he has an aunt, three cousins and a mother-in-law whom he is going to send to the new Yale School of Human Relations to see if something can't be done for them.—*Boston Transcript.*

Age of Visibility.—"What'll we do with all those invisible hairnets we have left in stock?" asked the clerk.

"Put 'em on sale as the newest material for street dresses," replied the head of the department.—*Cincinnati Enquirer.*

Punishing the Guilty.—There was pawky humor—or was it ready wit?—in the remark of a boy who, coming home one Sunday afternoon with a string of trout, was suddenly confronted by the minister. There was no way of escape; but the boy rose to the occasion. "Minister," he exclaimed, "d'ye see what thae troots got for nabbin' worms on a Sunday?"

The minister went on his way rejoicing.—*The Christian Advocate.*

Second Sight.—Wilber, having been to New York, was telling his cronies of the sights he saw.

"An' up at the hospital I seed one of these machines that tell if a man's lying."

"Pooh," said Luke from his corner.

"Pooh?" Did you ever see one?"

"See one? I married one!"—*Schenectady Union-Star.*

New Meal Ticket.—A Southern woman stopt a darky on the street the other day and said: "Mose, I'm sorry to hear your wife got a divorce and has left you."

MOSE—"Yessum, she's done gone back to Alabama."

SOUTHERN WOMAN—"Who's going to do my washing now?"

MOSE—"Don't yo' fret, missus. I'se cotin' again an' ah sho' cotes fast."—*Florida Times-Union.*

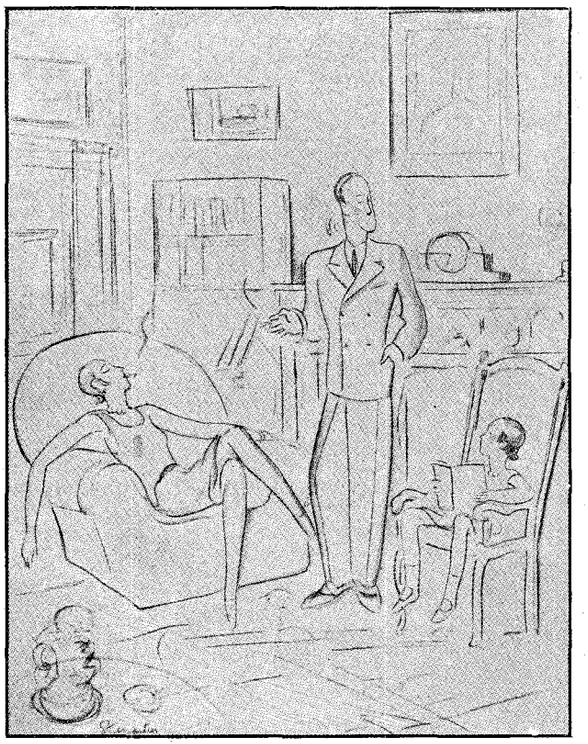
Haunted.—DOCTOR—"Yes, it is some chronic evil which has deprived you of health and happiness."

PATIENT—"Sh-s-sh! For heaven's sake, speak softly—she's sitting in the next room."—*Brooklyn Eagle.*

Eliminating the Static.—DOCTOR—"Your husband must be absolutely quiet. Here is a sleeping draught."

WIFE—"When do I give it to him?"

DOCTOR—"You don't, you take it yourself."—*Everybody's Weekly (London).*



"If your mama and I get divorced, which one of us will you stay with?"

"Which one's going to keep the car?"

—*The Bystander (London).*

Putting a Kick in Shakespeare.—TEACHER—"What did Juliet say when she met Romeo in the balcony?"

PUPIL—"Couldn't you get seats in the orchestra?"—*Boston Transcript.*

Tonsorial Redundance.—WIFE—"Deceiver, I hate you!"

HUSBAND—"But yesterday you said you loved every hair on my head."

WIFE—"But not every hair on your shoulder."—*Dorfbarbier (Berlin).*

Superior Layer.—"My chicken laid an egg!" boasted Willie, who had a bantam hen for a pet.

"Huh! that's nothing," the Mayor's son retorted; "my father laid a corner-stone yesterday."—*Cincinnati Enquirer.*

Silver Lining.—FRITZ—"Dad, you are a lucky man."

FATHER—"How is that?"

FRITZ—"You won't have to buy me any school books this year. I have been left in the same class."—*Kasper (Stockholm).*

SLIPS THAT PASS IN THE NIGHT

Patriotic Warblers.—The male quartet will sing "Angels That Around Us Hoover."—*Zanesville paper.*

He has Earned It.—If the young man who stole a typewriter from 517 Division will return same, trouble will be awarded.—*The Michigan Daily.*

Hats Off to the Noble Red Man.—The Willard stands on ground which has been occupied continuously as a hotel site for more than 1,000 years.—*Washington dispatch in the Charlotte Observer.*

Regrets It, We Trust.—
MIAMI MAN ADMITS
TAKING HIS OWN LIFE
—*Orlando (Fla.) paper.*

Improving on Eve.—She carried a shower bouquet of bride's roses, orchids and lilies of the valley. Her only ornament was a strand of pears.—*Dallas News.*

We Would, Too.—
GIRL CUTS EARS
FROM FIANCE
WHO DEMURRED
—*Head-lines in the Atlanta Constitution.*

They Do Try the Temper.—Eight persons at Lunita, near Lake Charles, were bitten by a dog, believed to have been suffering from babies.—*Alexandria (La.) paper.*

Men Higher Up.—Kostadinoff was also fined $800 and costs last March under a charge of transporting liquor made by Hancock County authorities.—*Springfield (Ohio) paper.*

On the Side of the Angels.—"I believe that any question that affects the cost of loving of the American people as does the tariff should be non-political."—*Congressional Record.*

Kansas City All Wet.—Among the first passengers were Mrs. Mabel Willebrandt, who is now associated with an aviation corporation as Washington counsel. Mrs. Willebrandt carried a quart bottle of water taken from the Atlantic ocean, which she poured into the Pacific upon arrival in Kansas City.—*Quincy (Ill.) paper.*

One Explanation.—Anxious, St. Louis, who writes: "I am a constant reader of *The Times* and a booster. I like to read the Queries and Answers every evening. In fact, I enjoy the entire newspaper."—Possibly your toe nail is ingrown and irritating the soft tissues. If so, have the ingrown part removed. Wear shoes that permit room for the toes, and also permit ventilation. Keep your feet clean and dry.—*St. Louis Times.*

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